The Original Custom Bike Magazine

BACK STREET HEROES

JULY 2025
ISSUE #495

LEARN TO AIR-BRUSH
PART 1

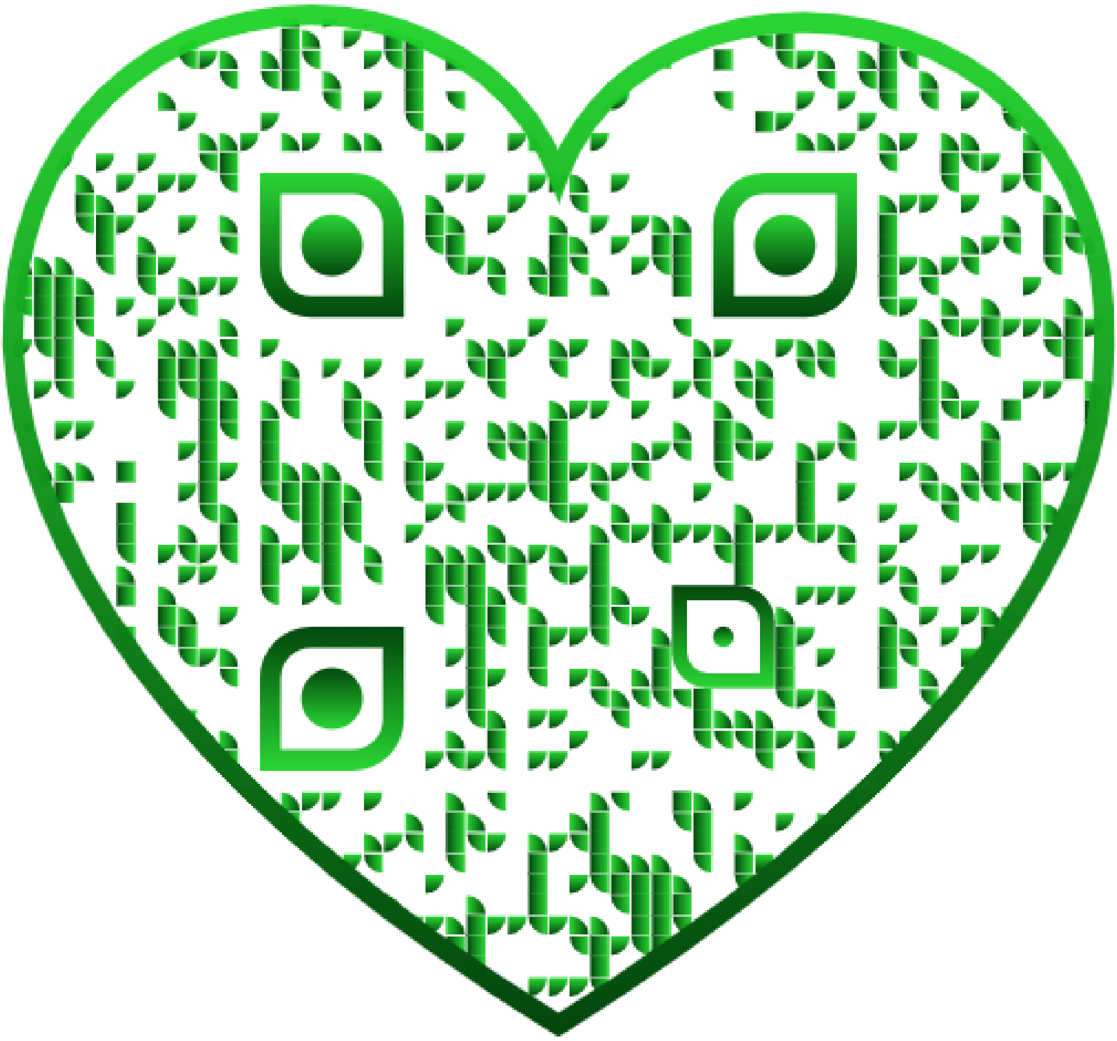
SURVIVOR TRIUMPH

3-LITRE DIESEL TRIKE

RETRO 'FIGHTER

LONG-FORK H-D

BIG TWIN SHOW | **CCW** | **BOYDS** | **OLD BOOT BIKERS**



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(pic by Jason Critchell/D3O)

Editorial

Hello and welcome to this new issue of BSH!

The big news this month is that MAG (Motorcycle Action Group… as if there's anyone who doesn't know) have announced their big Riders' Resistance weekend of demonstrations up and down the land, protesting at the Government's stance on internal-combustion-engined bikes, on the weekend of 5 and 6 July.

Now this is, I think, an entirely commendable thing to do, and one that, as one of the many that did the big demos in the '90s, I feel is something that's long overdue but (you could feel that coming, couldn't you?) they're only releasing the plans for it now? Barely a month away by the time you read this? Should they not've started banging on about this months ago? I think they should've…

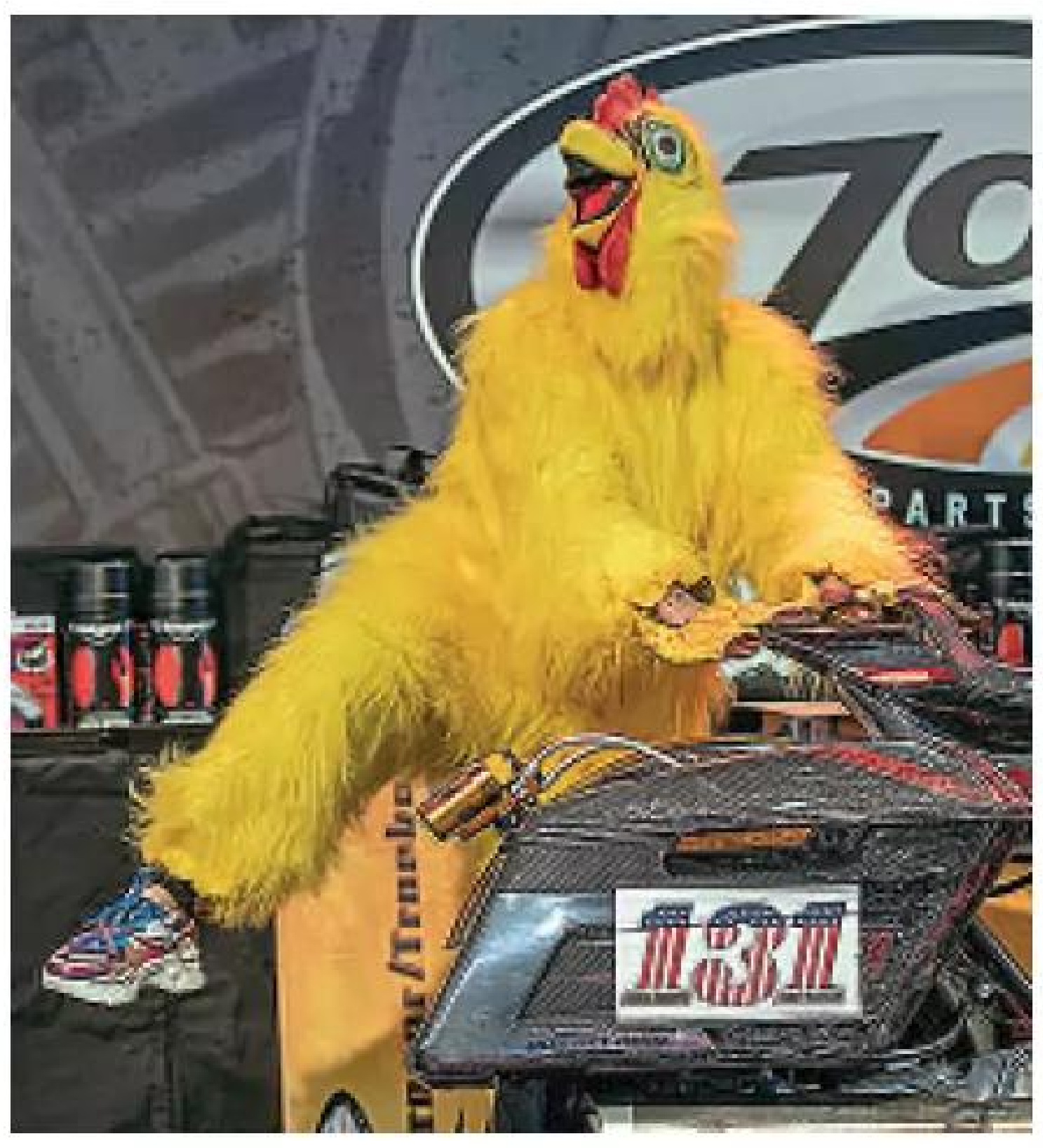
The world, y'see, is a very different place to how it was in the '90s. We were young and carefree then, in our twenties and thirties, but we're not anymore – we're in our fifties, sixties, and seventies, and we have commitments, things we have to do, family ties, long-term plans; we're not as able to just jump on our bikes at the drop of a hat, and head out to give the powers-that-be what-for. No, these days many of us plan things well in advance, and that weekend, 4-6 July, is a really, really busy one with fifteen events that I know of and, I guarantee, a whole load more that I don't know about. We need a bit more than a month's notice!

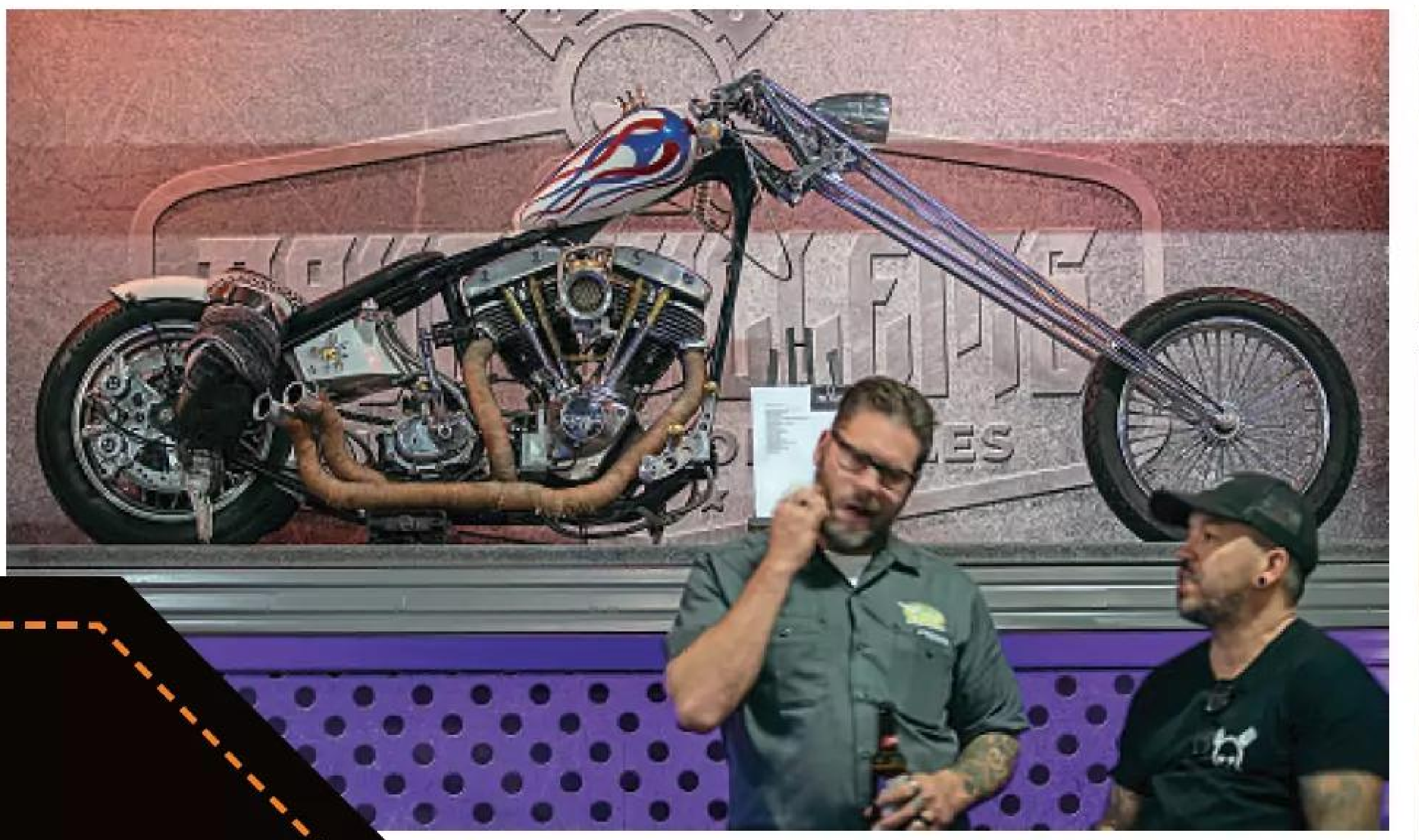
The problem is, because of this short notice, I think, a whole boatload of folk well disposed towards MAG and their goals on our behalf aren't going to be able to make it to the demos planned, and so what started off as a great idea, and one that so many of us'd've been more than happy to support, because it's been dropped upon us at too short notice, might not have the impact we need it/them to, and that's a real shame – it really is.

I hope, I really do, that I'm wrong and all the events're suitably attended, but I can't help feeling that maybe giving us just a month's notice about something so important is a bit of a shot in the foot. As I say, I hope I'm wrong and, if I am, I'll hold me hand up to it, but…

All the details of all the events are on Neil's page towards the back of the magazine, and on MAG's website, too (search 'motorcycle action group'), and if you're going I'll see you at the Ace on the Saturday – fingers crossed!

NIK

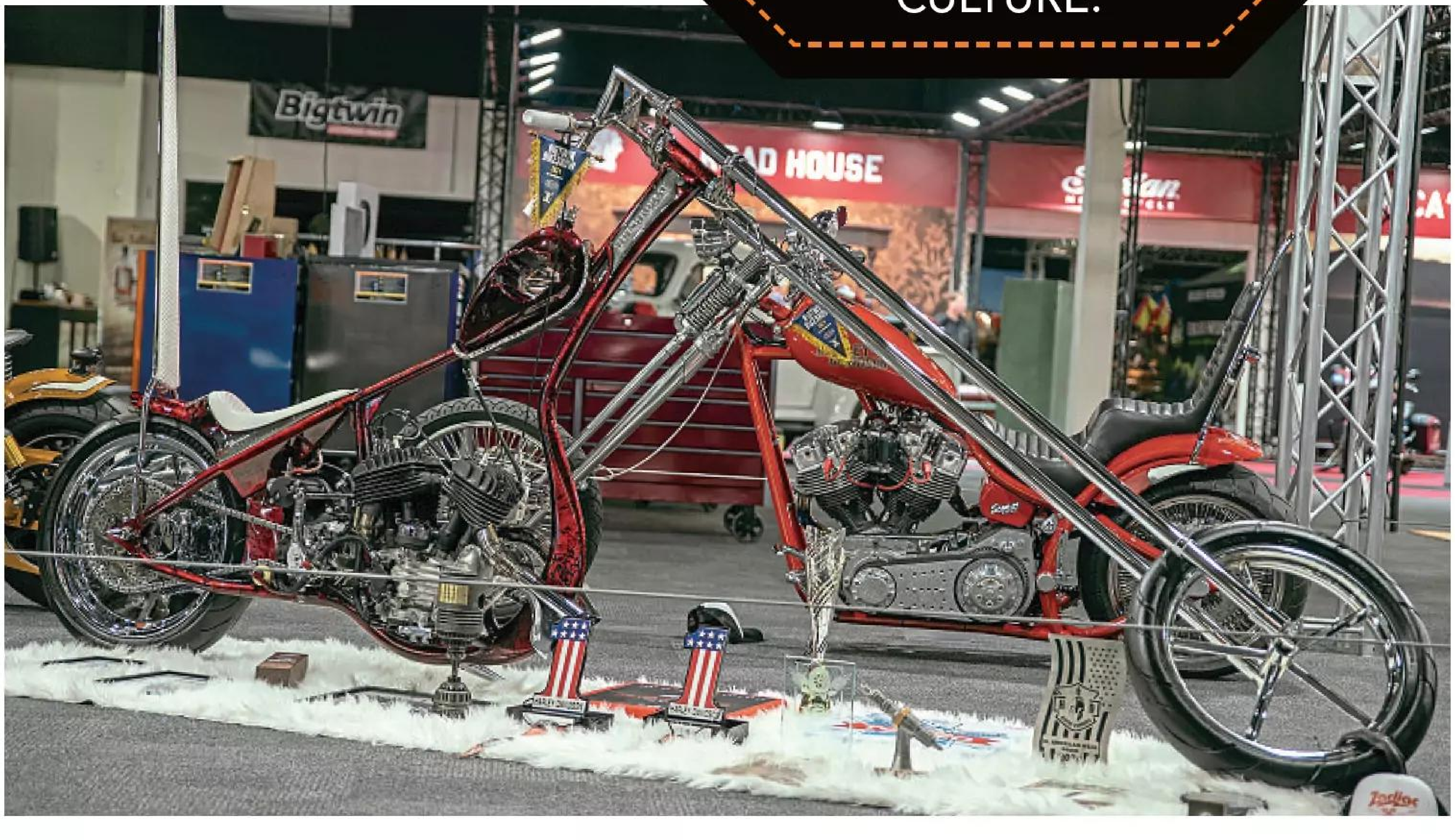




Event

BIGTWIN EXPO

THE BIGTWIN EXPO, HELD ANNUALLY IN HOUTEN, NETHERLANDS, IS ONE OF EUROPE'S PREMIER EVENTS FOR CUSTOM MOTORCYCLE ENTHUSIASTS, AND BRINGS TOGETHER CUSTOM BUILDERS, PARTS SUPPLIERS, AND ARTISTS FROM ACROSS EUROPE AND BEYOND TO SHOWCASE UNIQUE DESIGNS, INNOVATIVE TECHNOLOGIES, AND THE RAW PASSION THAT FUELS THE CUSTOM MOTORCYCLE CULTURE.



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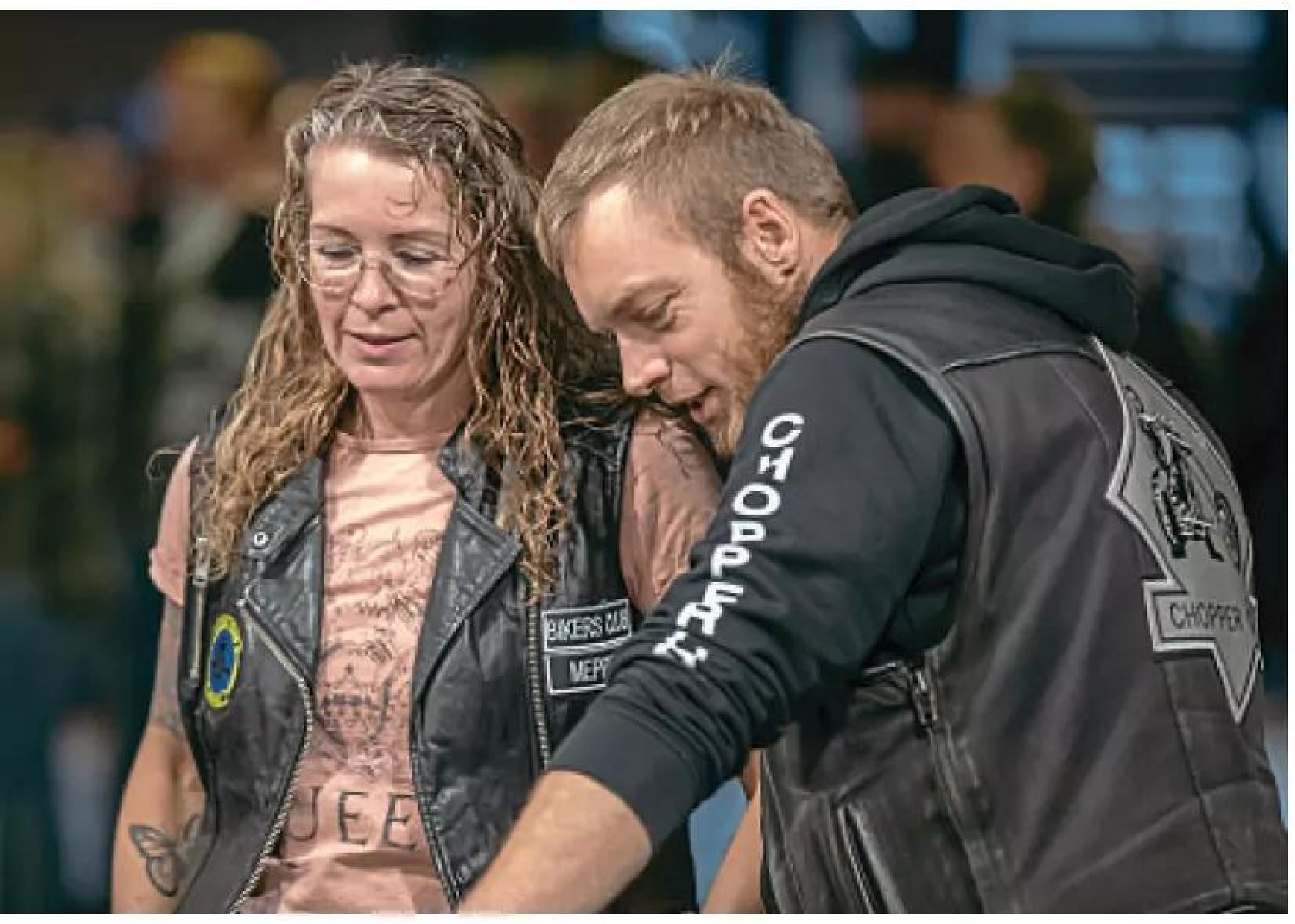
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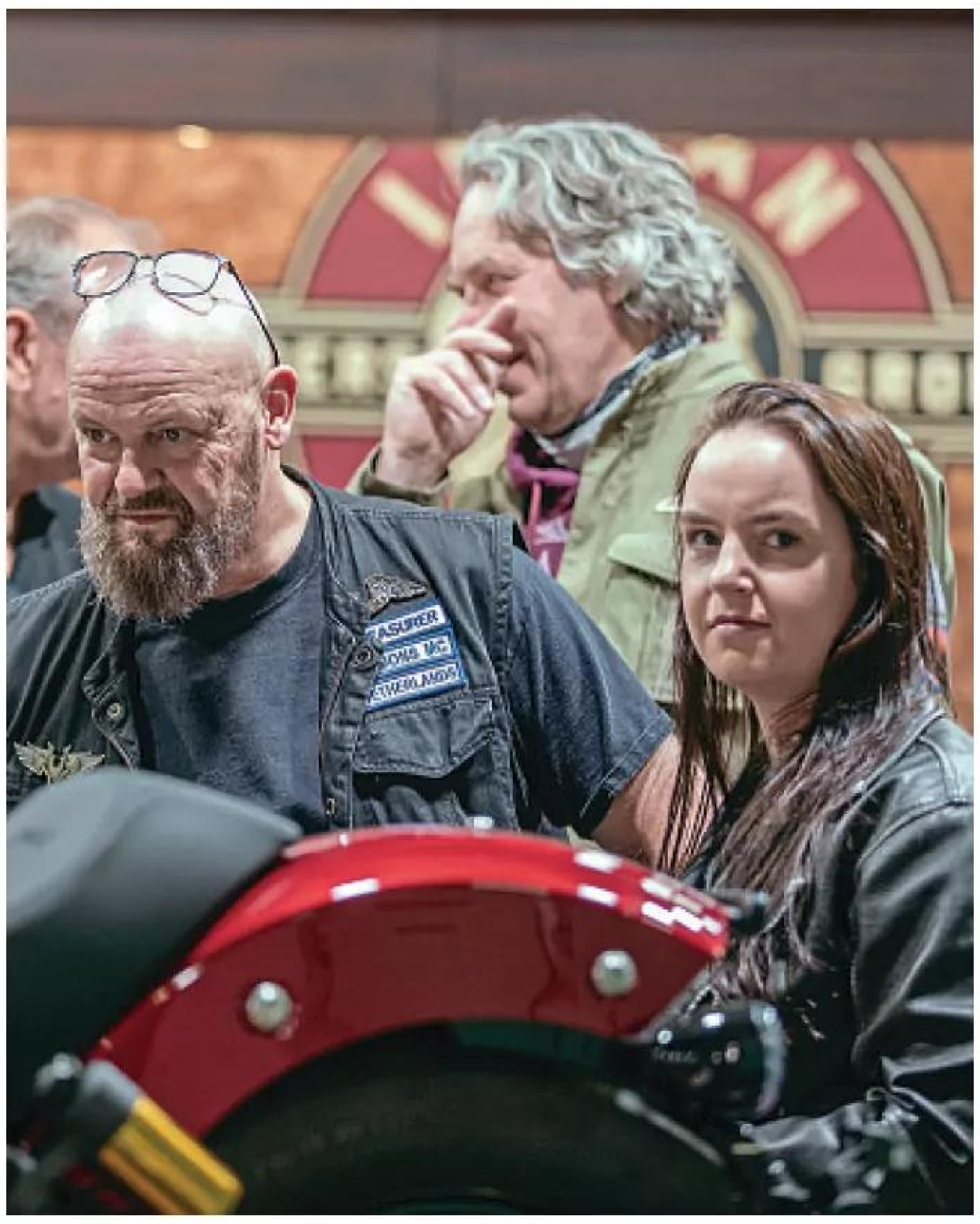

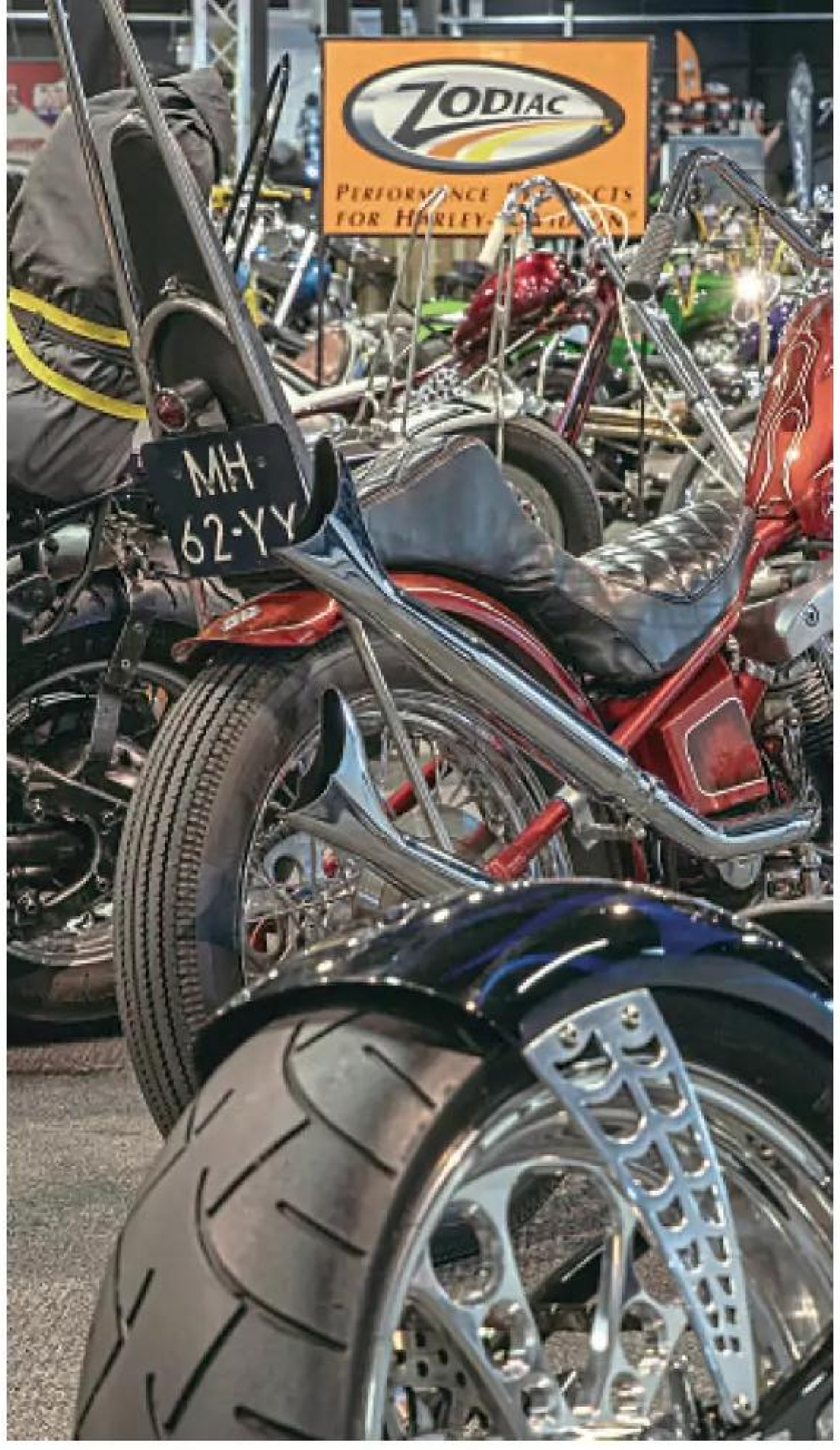

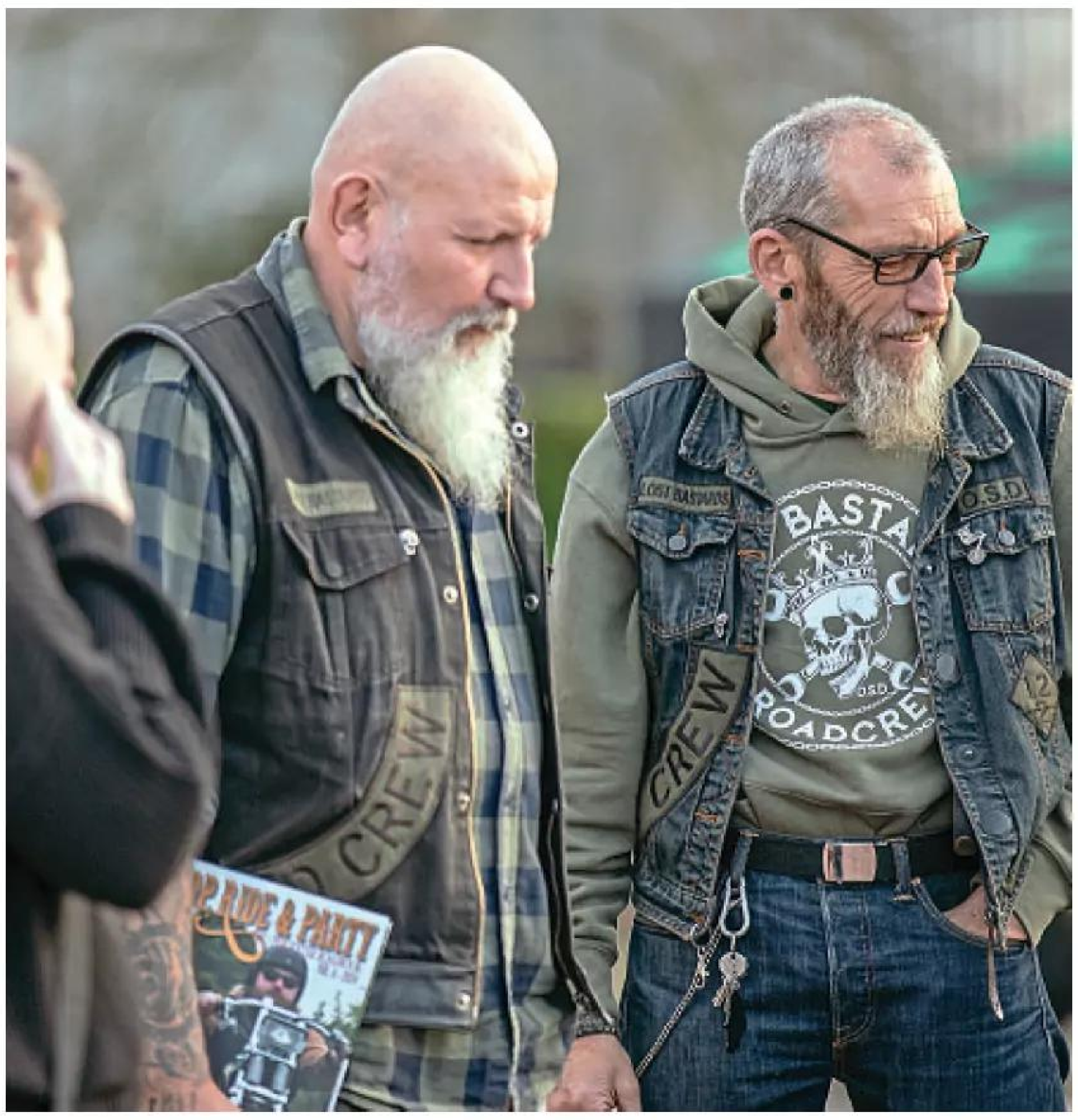

Hosted in the spacious halls of the Expo Houten, the event offers an engaging space to explore, network, and celebrate this shared passion. Attendees span all walks of life, but they share a common love for custom motorcycles, and the freedom these machines represent. Unlike many traditional shows, which're focused primarily on production bikes and brand showcases, it leans heavily into the custom and handmade aspects of the motorcycle world. Here, visitors find rare one-off builds, artisanal craftsmanship, and bold design choices that challenge conventional norms.

For over 30 years, the Expo's served as a cornerstone event for the European motorcycle community, presenting the latest trends and pushing the boundaries of custom motorcycle design. Each year, it draws builders from Europe's most celebrated garages, alongside small-scale artisans and new talents eager to make their mark. From handbuilt choppers to meticulously designed café racers, the bikes on display're a testament to the dedication and creativity of their builders.

The main attraction is undoubtedly the custom motorcycle display, where hundreds're showcased, with entries ranging from old-school bobbers and café racers to futuristic bikes that look like they're straight out of a sci-fi movie. These often feature handcrafted details, innovative use of materials, and cutting-edge technology, offering a fascinating glimpse into the future of custom motorcycle design. In addition, the Expo hosts a range of activities to keep attendees engaged: live music performances, lifestyle shops that embrace all aspects of biker culture, custom paint artists demonstrating their skills live for the crowd, and more.

One of the unique aspects of the Bigtwin Expo is its competition segment, where builders vie for awards in various categories such as Best Custom, Best Chopper, and Best Café Racer. The winners not only gain industry recognition, but often also receive significant media exposure through Bigtwin magazine. Most of the winners are, obviously, European, but there were two bikes from Blighty there, and they both got awards: Vic and Lin from Destiny Cycles' The Gatekeeper won the Custom Modified class, and Graeme Mercer from Royals Speed Shop got a third with his XLLS (eXperimental Lightweight Lane Splitter) Ironhead in the Chopper/Bobber class.

For many attendees, the expo's an ideal place to pick up specialised parts and accessories that're otherwise hard to find. It's a marketplace for motorcycle parts dealers, clothing brands, and lifestyle accessory providers, with stalls offering everything from rare parts for classic bikes to the latest innovations in motorcycle technology. The vendor section's known for its eclectic mix of big-name brands and smaller niche suppliers, allowing visitors to discover products that align with their specific tastes and project needs. Popular items include leather goods, custom handlebars, vintage helmets, and unique apparel that resonates with the rugged, independent spirit of biker culture, and for those looking to start or complete a custom bike build, this marketplace is an invaluable resource.

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CUSTOM WORKS MADE IN SLOVENIA

INTERNATIONAL BIKESHOW
Chopper/Bobber Winner
PRIZE-VOUCHER €750
1ST PRIZE

INTERNATIONAL BIKESHOW
Custom/Modified Winner

While established brands and builders're a significant presence, the event also actively supports emerging talent in the custom industry. It provides a platform for young builders to gain exposure, learn from seasoned veterans, and network with potential clients and collaborators. Many aspiring builders and mechanics attend to glean insights from industry leaders, attend panel discussions, and participate in workshops that cover various aspects of motorcycle customisation and maintenance, and it also invites prominent figures from the custom bike world to share their expertise.

Beyond the bikes and parts, it's ultimately about community. The event fosters a strong sense of camaraderie, bringing together like-minded individuals who share a deep appreciation for motorcycles and the lifestyle associated with them. Bikers from all over Europe and beyond converge to share stories, ideas, and advice, creating a unique environment that celebrates freedom, individuality, and craftsmanship, and the lively atmosphere's enhanced by live rock and blues music, adding to the festival vibe, and art and fashion – as much a part of the scene as motorcycles, and food trucks and beverage stations also add to the festival-like atmosphere.

In fact, it's more than just a motorcycle show – it's a celebration of creativity, craftsmanship, and community. Every year, it brings together a diverse group of people united by their love for motorcycles and the unique, custom-driven culture that surrounds them. For those passionate about motorcycles, whether as builders, riders, or fans, it's a must-attend event that embodies the spirit of independence and innovation that makes the custom motorcycle world so captivating.

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A GUN

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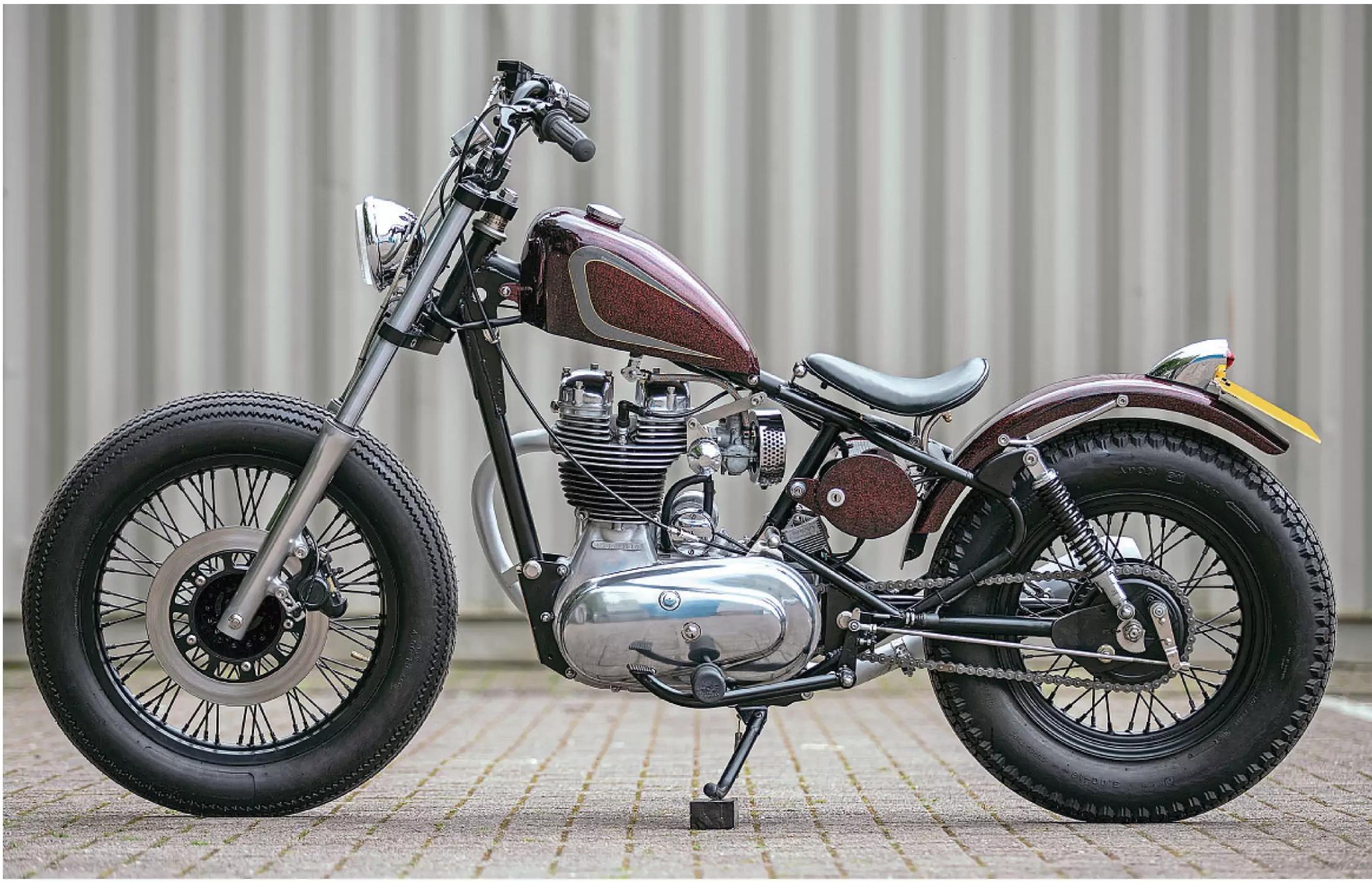
KE

THIS VERY SUBTLE LITTLE SINGLE'S BEEN BUILT OUT OF A 350 BULLET ROYAL ENFIELD – A BIKE YOU DON'T OFTEN SEE CUSTOM VARIANTS OF.



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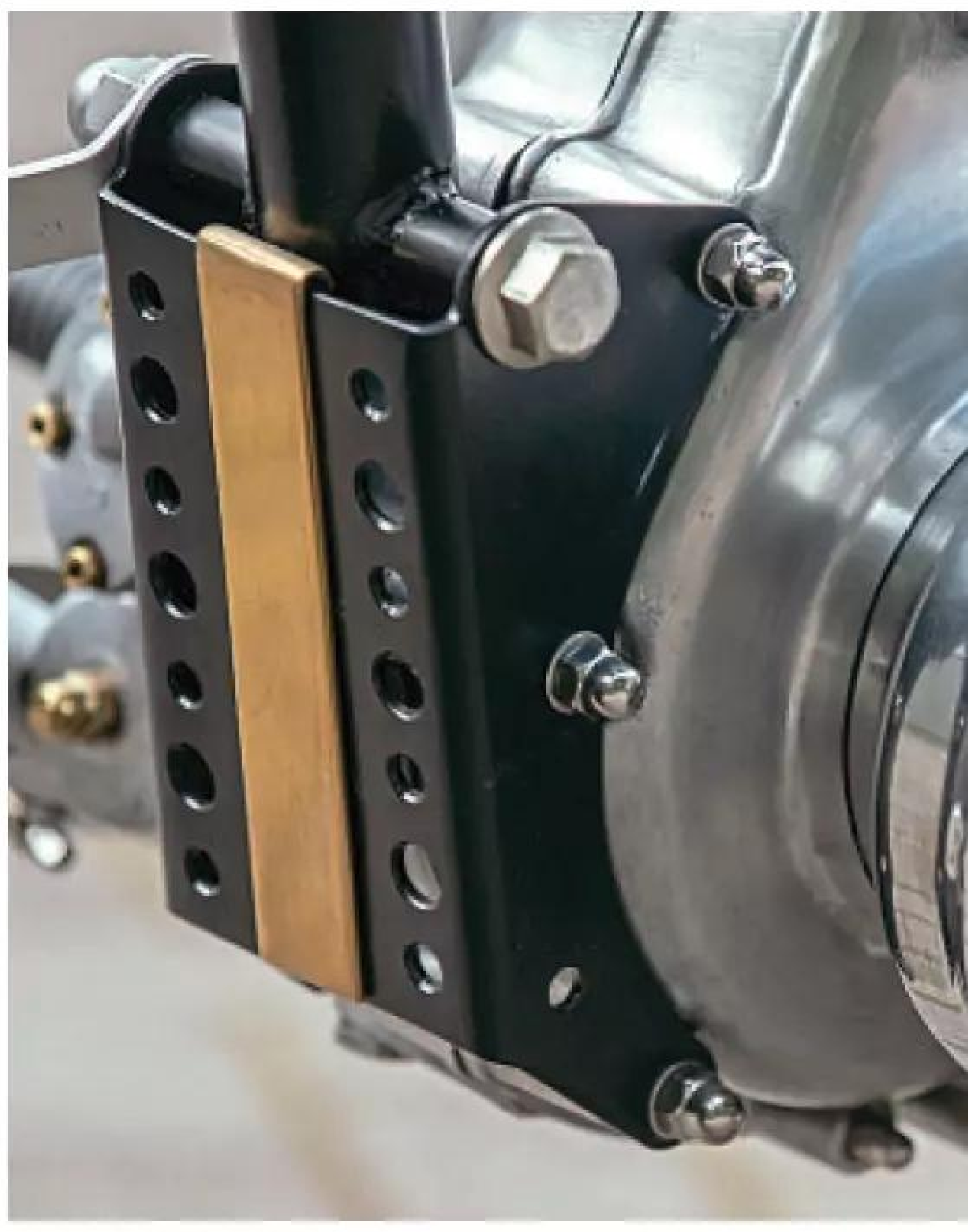
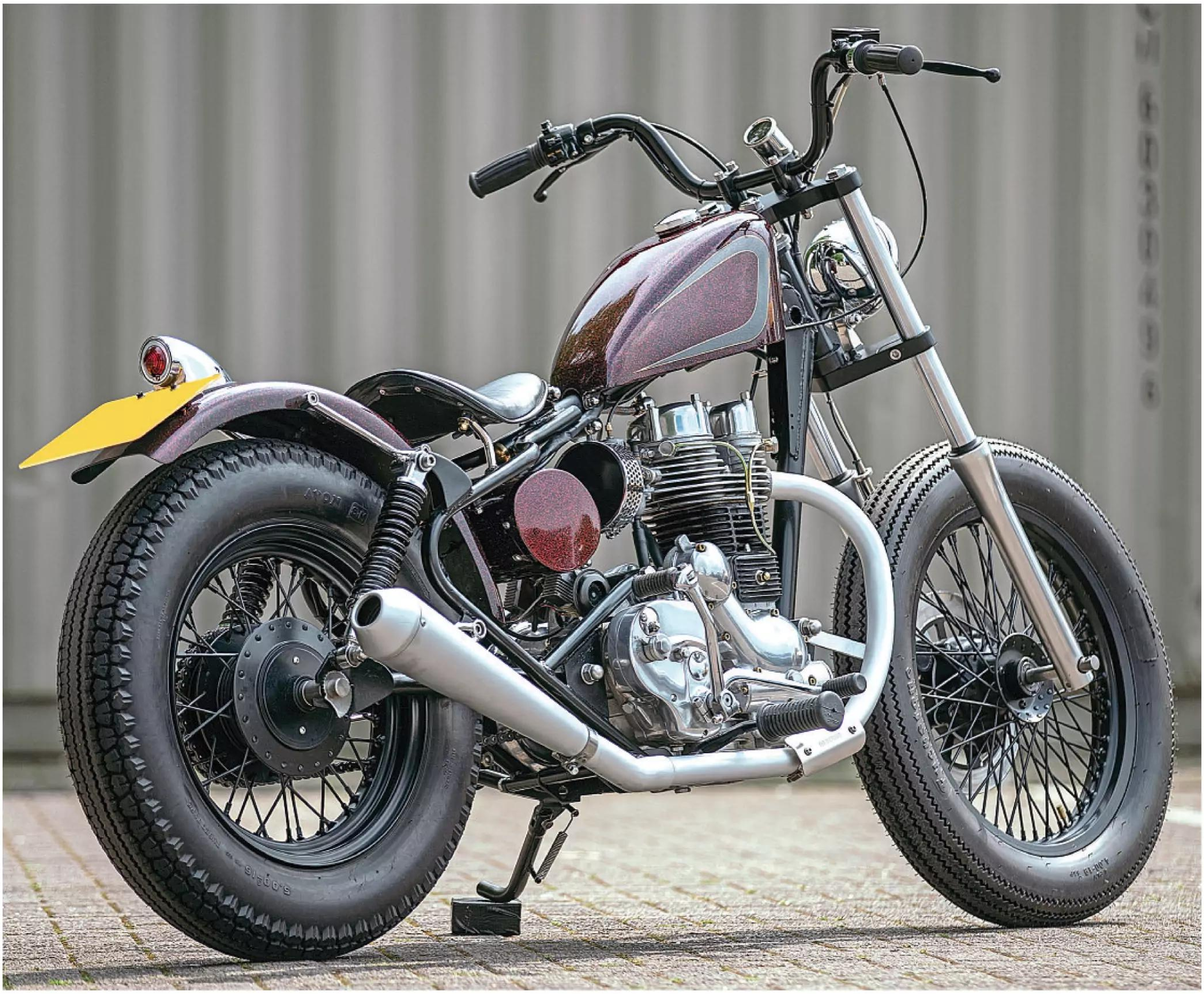
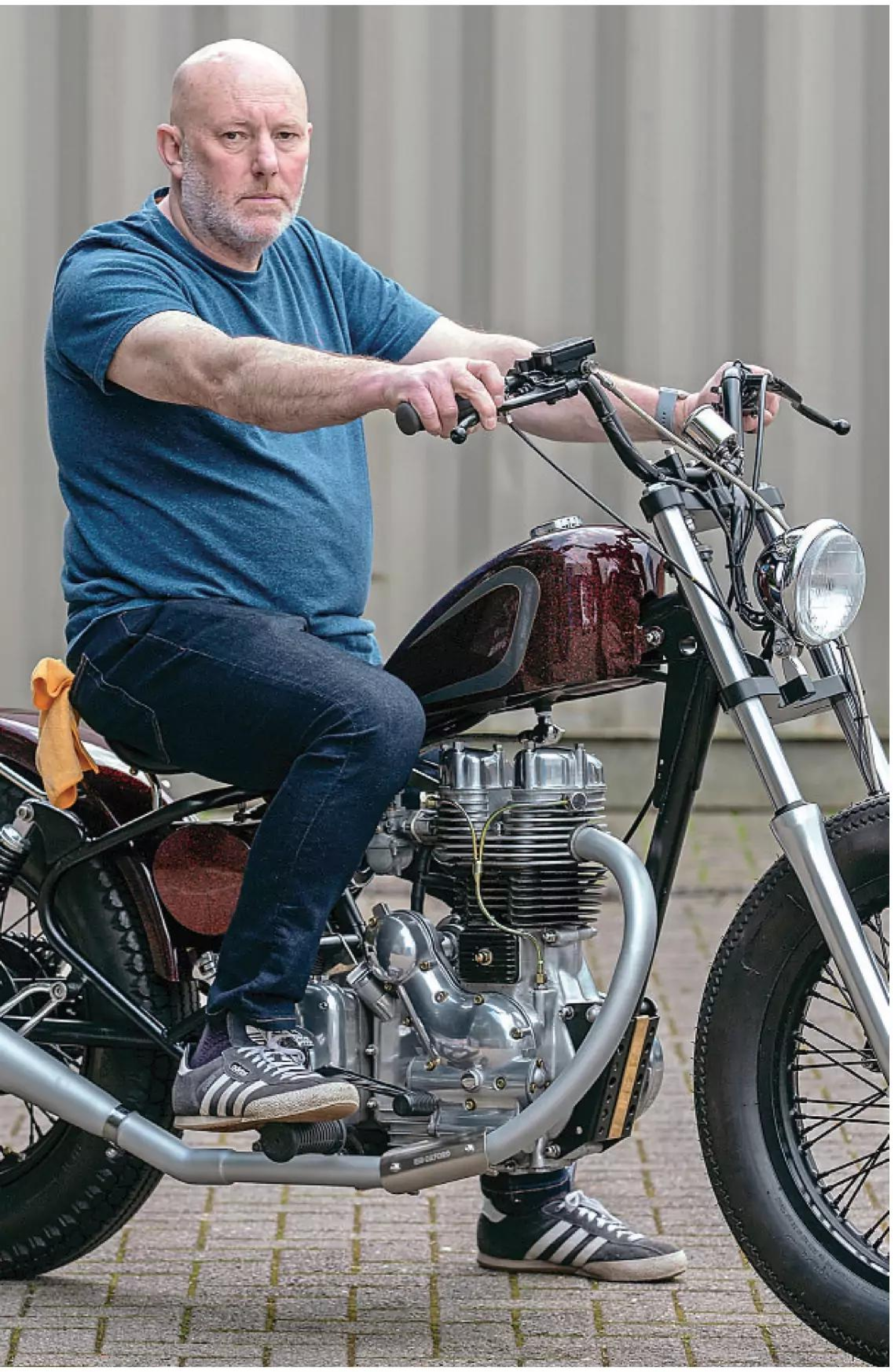






The 350 Bullet has a rich and storied history dating back to its introduction in 1932. Originally manufactured in Redditch in Worcs, it quickly gained a reputation for its robustness and reliability and, during the Second World War, played a crucial role as a military motorcycle, serving in various theatres of war.

After the war, production of the Bullet for us civvies resumed, and it became a popular choice with its timeless design, characterised by its signature thumping engine and classic styling, capturing the hearts of riders around the world. Over the decades, the model underwent numerous upgrades and iterations, but its essence remained unchanged.

In the 1950s, Royal Enfield established a manufacturing plant in India, laying the foundation for its enduring legacy in the country, and the Bullet became synonymous with adventure and exploration, earning a cult following among riders seeking freedom on the open road. In 1962, though, production of the British-made 350 Bullets ceased (the 500s had the year before), and the UK factory closed five years later, never to reopen. In India, though, the 350 continued to be built right up to the modern day, changing and refining the design, while still keeping its essential 'Bulletness' to cope with the demands of a changing world – indeed, we featured one, a new one, in a roadtest a few months ago.

Despite changes in ownership and technology, the 350 Bullet's distinctive thump and timeless design continue to evoke nostalgia and adventure, making it a beloved classic cherished by riders across generations, and in particular a guy called Julian. His journey with motorcycles began at a young age, fuelled by a thrilling ride on a Suzuki GT750 and, growing up surrounded by all things two-wheeled, it was only natural that he'd follow in his family's footsteps, eventually becoming deeply entrenched in the business of selling bikes.

After decades in the industry, he made a bold move in 2005, transitioning to selling motorcycles online, embracing the digital age with gusto. Later, in 2015, he embarked on a new venture, combining his love for motorcycles with another passion, guitars, starting a business called Motomusic and selling guitars as well as selling/servicing motorcycles. He actually retired from Motomusic in 2020, leaving his business partner to deal now, only with guitars as he, Julian, was the 'Moto' in Motomusic.

That same year, he embarked on his most ambitious project yet: a custom build of a 350 Bullet. With a clear vision in mind, he set to work, stripping the bike down to its bare bones, and meticulously correcting any previous alterations. The project was a labour of love, with each component carefully selected and modified to his exact specifications; from custom-made wheel axles to stylised yokes painstakingly crafted by hand, every detail was infused with his passion and expertise.

SPEC:
2006 Royal Enfield 350 Bullet engine (pancake air-filter, ceramic-coated exhaust/aftermarket silencer)/frame (modified)/footrests/hangers/controls/swingarm (modified)/rear wheel hub/rear brake, Suzuki VS700 Intruder front wheel/brake/forks, one-off billet yokes, Goodridge brake lines, aftermarket 'bars (modified)/front brake master-cylinder, Yamaha switches/hand-controls, aftermarket grips, KOSO digital speedo, Sportster-style fuel tank, sprung solo seat, aftermarket rear mudguard (modified), dummy oil tank (battery & electrics), aftermarket shocks, 16-inch rear rim, one-off loom, Bates-style headlight, Sparto rear light

FINISH:
Red metalflake & graphics by Sean Woodford, powder-coating by Nick at Griff's Reality Motorworks (**0117 904 2339** or **www.realitymotorworks.co.uk**), polishing by Paul the Polisher

ENGINEERING:
Owner & Robin at RD Design

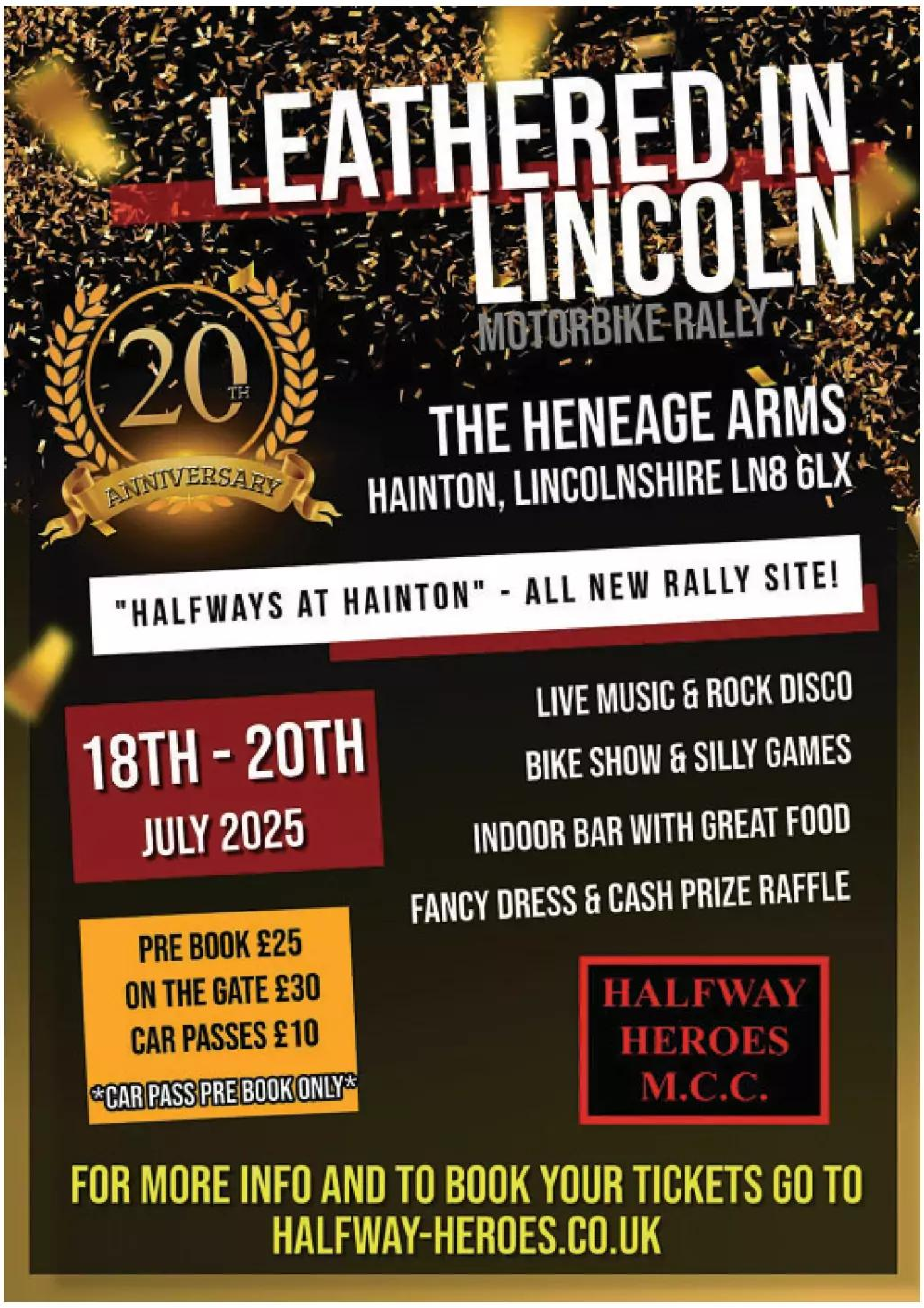
THANKS TO:
"Furry John for the electrics; Sean for the paint; Paul the Polisher; & Robin for brackets etc."

One challenge that arose during the build was getting the new front end from a 700 Intruder Suzuki into the Enfield frame, but he tackled it head-on, hand-making new yokes and persevering until the issue was resolved to his satisfaction. The frame was modified to take a much more custom-looking Sportster-style tank; a new sprung seat was sourced and fitted; a new minimal rear mudguard was shaped to look right; and a dummy oil tank was made to hold the battery and electrical gizmos. New shorter rear shocks were purchased, and the rear hub/brake laced to a 16-inch rim using a similar spoke pattern to that of the front wheel. A custom Sparto rear light was deemed necessary for the look, as was a Bates up front, and a set of aftermarket higher primarily bars primarily were cut and widened to suit, too.

When it came to aesthetics, he opted for a bold metalflake red against a matt black frame, done by Sean Woodford in Caerphilly, ensuring his creation'd stand out wherever it went, and the result was nothing short of spectacular – a stunning bike that turns heads wherever it goes.

However, as he gazed upon his finished masterpiece, a new realisation dawned upon him - he wasn't ready to hang up his bike building hat just yet. The joy of the build'd ignited a passion, and he found himself already plotting his next project. That meant, though, he had to make the decision to part ways with his beloved creation, and the bike was sold last year – he hopes the new owner'll appreciate the meticulous craftsmanship and attention to detail that's gone into its creation.

DEL HICKEY



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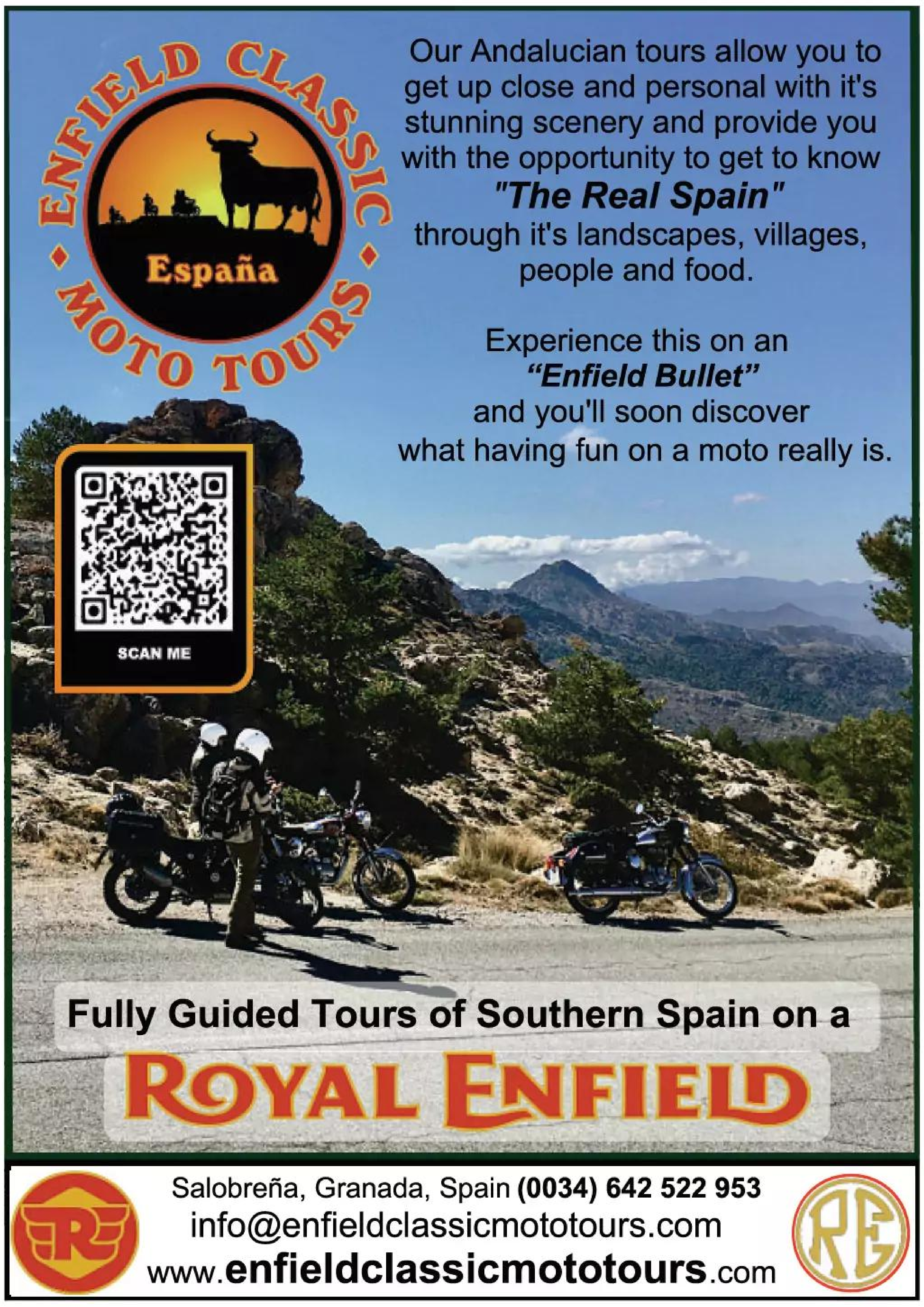

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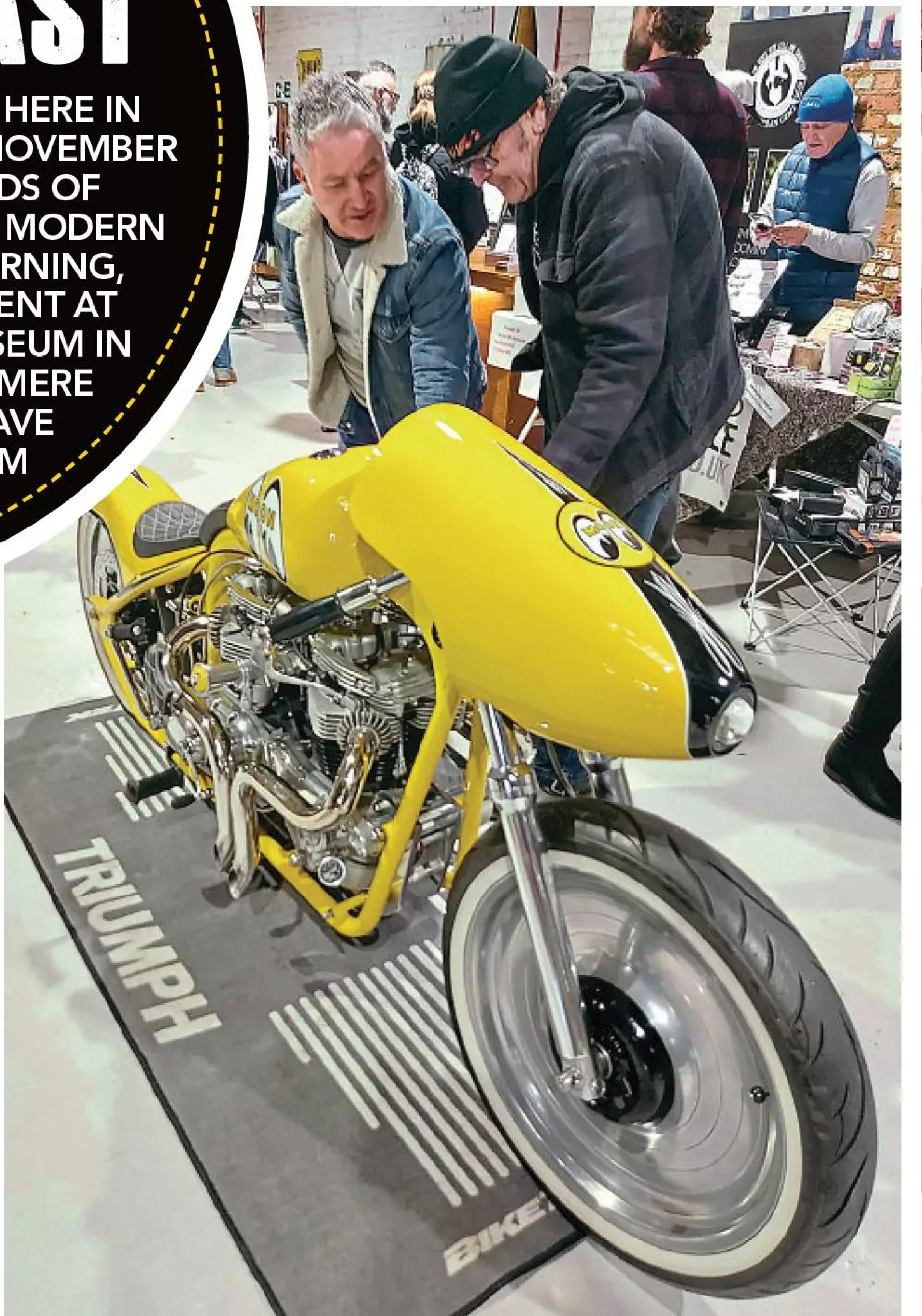
Event

THE WINTER BLAST

IT SEEMS A LIFETIME AGO NOW, HERE IN JUNE, BUT BACK AT THE END OF NOVEMBER LAST YEAR BOYDS, AS IN BOYDS OF BEDFORD, RETAIL PURVEYORS OF MODERN BIKER CLOTHING TO THE DISCERNING, HELD THEIR USUAL WINTER EVENT AT THE RUSHDEN TRANSPORT MUSEUM IN RUSHDEN IN NORTHANTS (A MERE STONE'S THROW, IF YOU HAVE REALLY LONG ARMS, FROM SANTA POD).



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And do you know what? It were reet gradely, as they say in Yorkshire when something's top-notch. No, honestly, it was – the place was packed with folk coming and going; the food stalls outside were busy; the bike display inside, although small, was cool; the inside stalls were ones I'd not seen before and sold interesting stuff you'd not see elsewhere (think I got Pam a set of tiny LED indicators for her Gixer); and the craic, as they says, was good.

Mint Customs were there with a few of their builds: there was a rather cool XS650 with a tank badge that looked like it should say 'BSA'; a couple of proper chopper Harleys by the door; a brace of trick Cubs for the small bike perv… aficionados; a 750/4 caff with upside-downies; a rather nice lil' black Triumph bobber w' a white seat (his jeans obviously aren't as grimy as mine); an Evo chop with stonking tattoo paintwork and luverly brass bits; and James Rogers' stunning double-engined Triumph – a future cover bike for sure! He fired it up a couple o' times in the hall, and the noise was orgasmic… at least that's my excuse an' I'm sticking to it. Outside there were a few choice machines, too, the best of which was Paul Jones' old-skool streetfighter Bandit (as featured in BSH 490), ridden all the way down, in the cold (it was particularly nippy that day) from t'other side of Rugby (or somewhere near there anyway).

There was music, too; some acoustic johnny doing his thing, and a bunch of interestingly dressed gentlemen in suits, Mexican wrestler masks, and Crocs, but as they were playing rockabilly I ran away and hid 'til they stopped.

This was actually the last Winter Blast run by Boyds as they've closed up shop now, but another crew, K-Ville Kustoms, are taking it on, and will be running it slightly earlier in October, calling it Hed to the Shed, and making it a bit more custom-orientated. We'll publish the details as soon as we get 'em so keep an eye on the listings at the back of the mag.

NIK

THE BIKE THAT JACK BUILT...

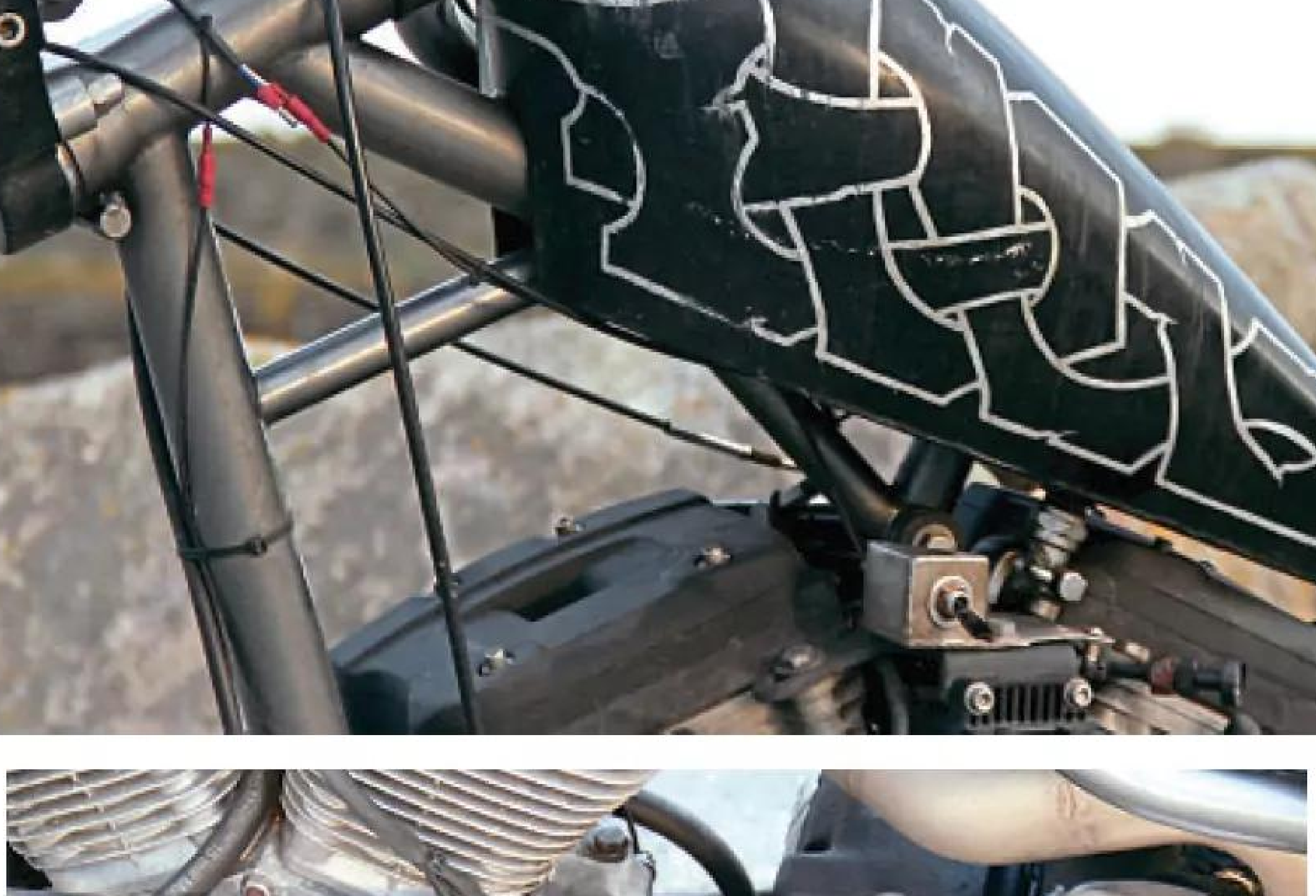
THIS IS THE BIKE THAT JACK BUILT

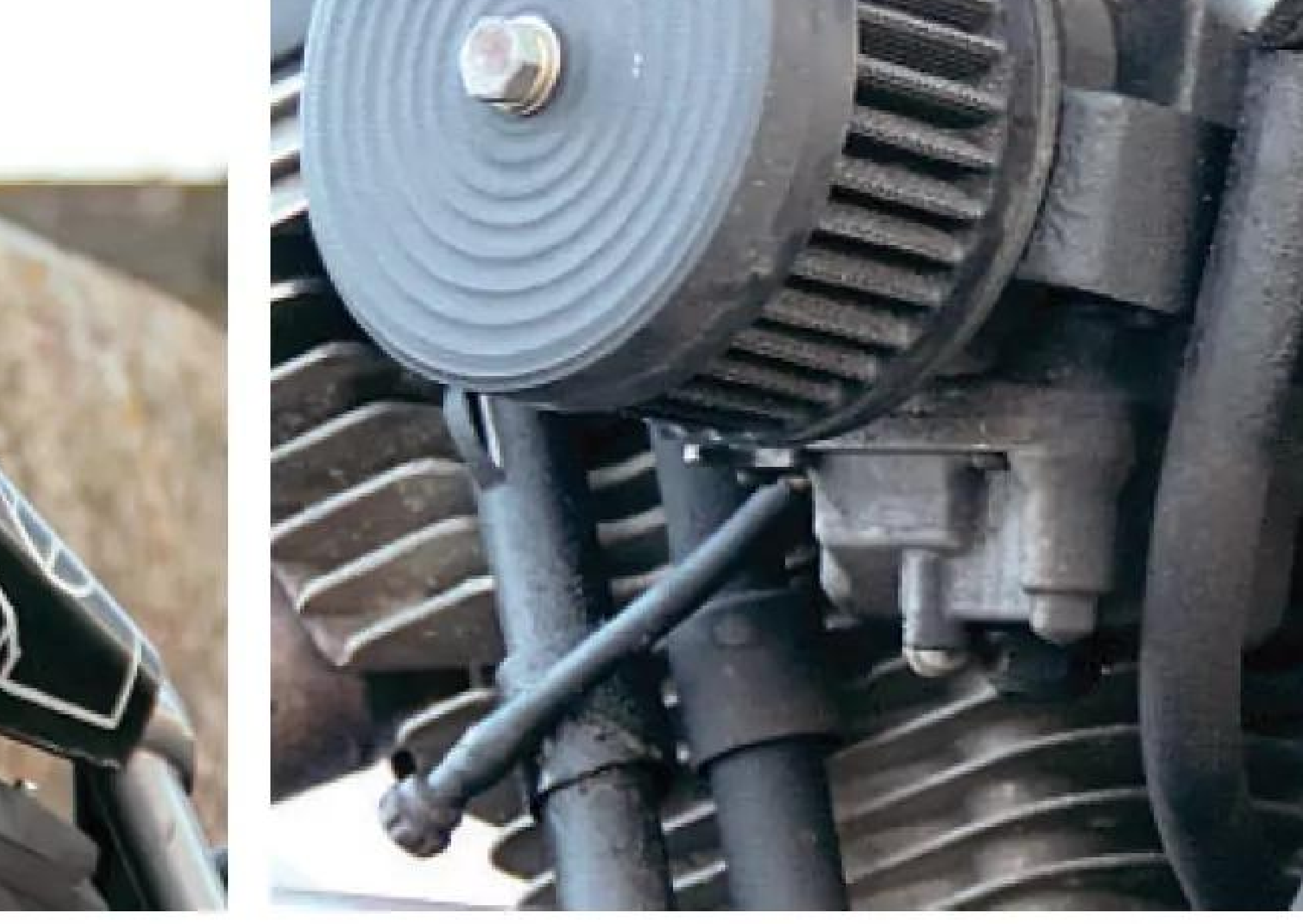
THIS IS THE EVO ENGINE THAT LIES IN THE BIKE THAT JACK BUILT

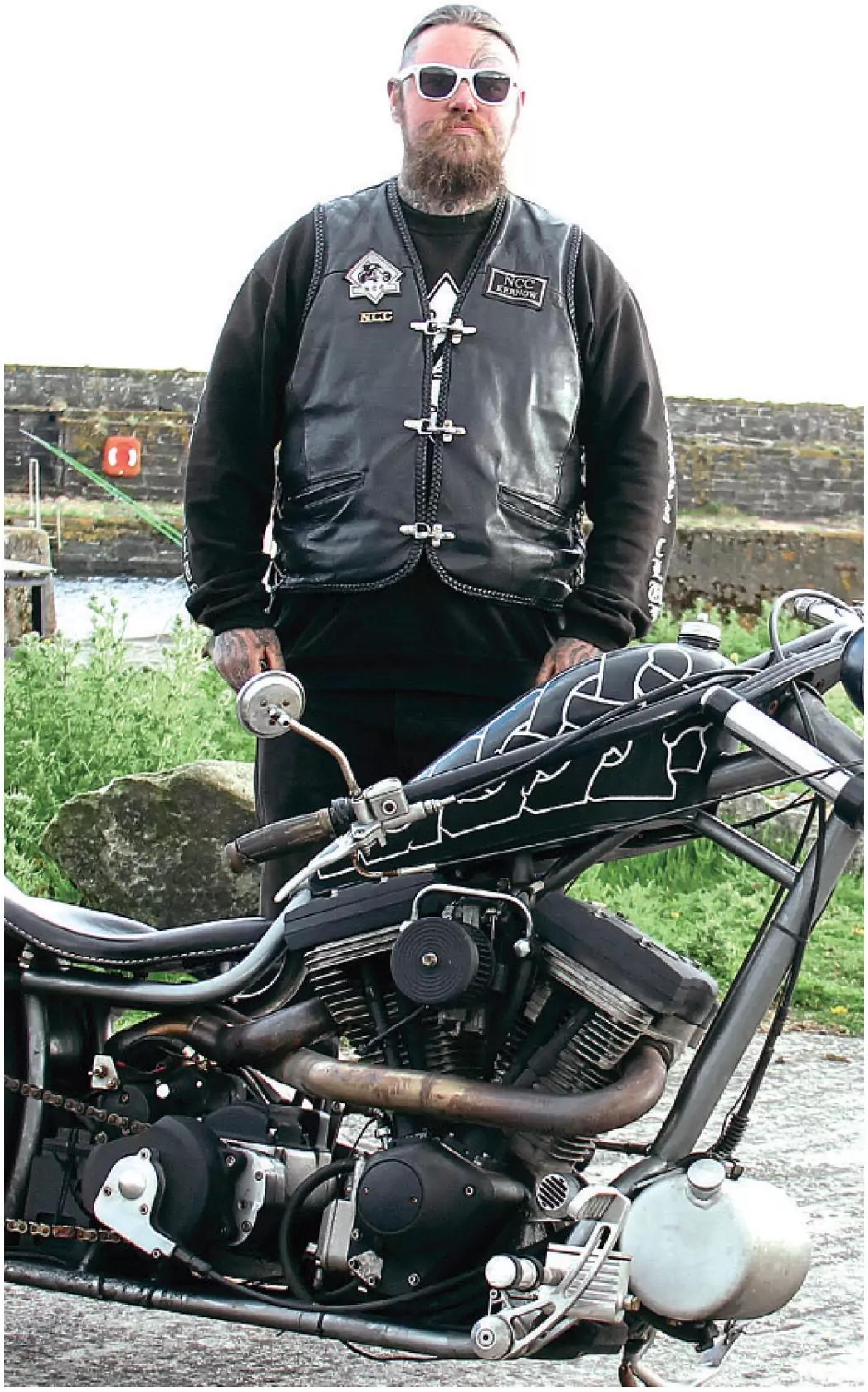
THIS IS A HELLSTOWN CHOPPERS FRAME THAT CRADLES THE ENGINE THAT LIES IN THE BIKE THAT JACK BUILT

THIS IS THE TOLLE FRONT END THAT SUPPORTS THE FRAME THAT CRADLES THE ENGINE THAT LIES IN THE BIKE THAT JACK BUILT

THIS IS THE 23-INCH FAT SPOKE FRONT WHEEL THAT RUNS IN THE FRONT END THAT SUPPORTS THE FRAME THAT CRADLES THE ENGINE THAT LIES IN THE BIKE THAT JACK BUILT…







Rest assured, dear reader, that I won't carry on in this fashion, adapting the age-old nursery rhyme 'This is the House that Jack Built' to tell you about Jack from NCC Kernow's long n' low Evo' chopper cos, well, what starts out as vaguely amusing soon becomes increasingly complicated as time goes on and, if you're anything like me, the moment something becomes complicated my train o' thought wanders off like an unattended bloke on a family shop in a supermarket.

No, what I will do is tell you that the bike you see here, the very long and very low Evo(lution) Harley-engined chopper, originally was an idea, or more precisely a sketch, dreamt/drawn up on a nightshift a few years ago. Jack, he of the epically appalling sunglasses (see the cover of BSH 477 hereabouts), had been hanging around with Kernow, riding a long Evo' chop with a springer front end, for about a year when he was struck by an inspiration particle* and, had, just had, to go and see Dale at Hellstown Choppers to get him to build a frame to be the basis of his creation. He, Dale, being, as most frame builders are, an expert on deciphering grotty bits o' paper with badly-drawn depictions of what's fizzing around inside people's heads, agreed to do so, and Jack began to collect the bits he'd need.

The first(ish) thing was the heart o' the beast – an engine. Given that, it seems, most of Kernow do like an Evolution-series motor, and he had one in his springer chop, it made perfect sense to buy one in bits from Deko in Bristol, and gave it to Mark at Barnaby Wilde Harley-Davidson in Honiton in Devon to be rebuilt into a running, working unit. He replaced the stock cam with an Andrews EV3 (which boosts mid-range power without affecting the tick-over), the stock CV carb with an HSR42 Mikuni, the ignition with an Ultima item, and the stock primary with an Ultima belt conversion to the, again Ultima, six-speed RSD (right-side-drive) gearbox. Later, Dale made a set of stainless left-side-exiting zorsts, and Bumpys' Customs in Treviscoe vapour-blasted and powder-coated bits and pieces as needed.

He also sorted a set of fat-spoke wheels, a skinny 23-inch front, and a fat-arsed 300x18 rear; a rather splendid 28-inch-over set of Tolle fork legs (handmade by the Swedish fork maestro himself); a set of SJP yokes with five degrees of rake built in; a Jesse James fuel tank; and a Coba Valley Cycles rear muddie and then, with them to hand, Dale could start to build the long n' low frame, stretching the stock dimensions to sit just right, and raking the front to get the whole bike as low as is humanly possible. Once he (Dale) had the bike up and rolling, he (Jack) took it away and set about turning the bare metal chassis into a working mo'bike.

Taking inspiration from the new breed of front-brakeless choppers, Jack set about making his bike stop properly by using, firstly, a Tolle (him again) sprocket/brake on the right-hand side of the fat rear wheel, and another disc n' four-pot Performance Machine caliper on the left, too – the right-side brake's operated from the off-side foot pedal of the aftermarket forwards, and the left-side 'un by the front brake lever on the 'bars. He also shaved the stock H-D fork bottoms of their mudguard brackets and caliper mounts; handmade the air-cleaner ensemble for the carb; made the mounts for the aftermarket seat (ordered all the way from India); added Wannabe Choppers clutch n' brake controls; and mounted the round oil tank at the front of the motor so as to keep the rear section of the frame as low as possible. Dale'd made him some wide, wide 'bars (another Kernow signature), and Jack hisself made the rear light and side-mount, done, as just about everything was, in his shed at home.

With the bike dry-built, and pleased with his work, he pulled it apart, and got the aforementioned Bumpy's Customs to do their powder-coating thang, while his good friend Ash at Villkat Arts Tattoo did the knotwork on the black tank and rear 'guard. Polishing? Er, no, Jack's no fan of polishing, nor of cleaning – something that, amusingly, utterly appalled various Facebook know-it-alls last year when I put up the video of his bike.

The bike was finished just in time for the Easter Run in 2022, and a few months later he got his full patch, and he's been using the ground-hugging monster for Runs and rides ever since, really racking up the miles on it in the company of his Kernow brothers. "It's an odd one to ride," he says, "but you soon get the hang of it. Obviously it'll never handle like an R1, but I ride it all over the place with no problems." As with the other Kernow bikes, I can vouch for that, as can you if you watch the YouTube video of them riding we did last year. It's all about attitude, I reckon – if you have the right mindset, you can ride anything, no matter what anyone else tells you.

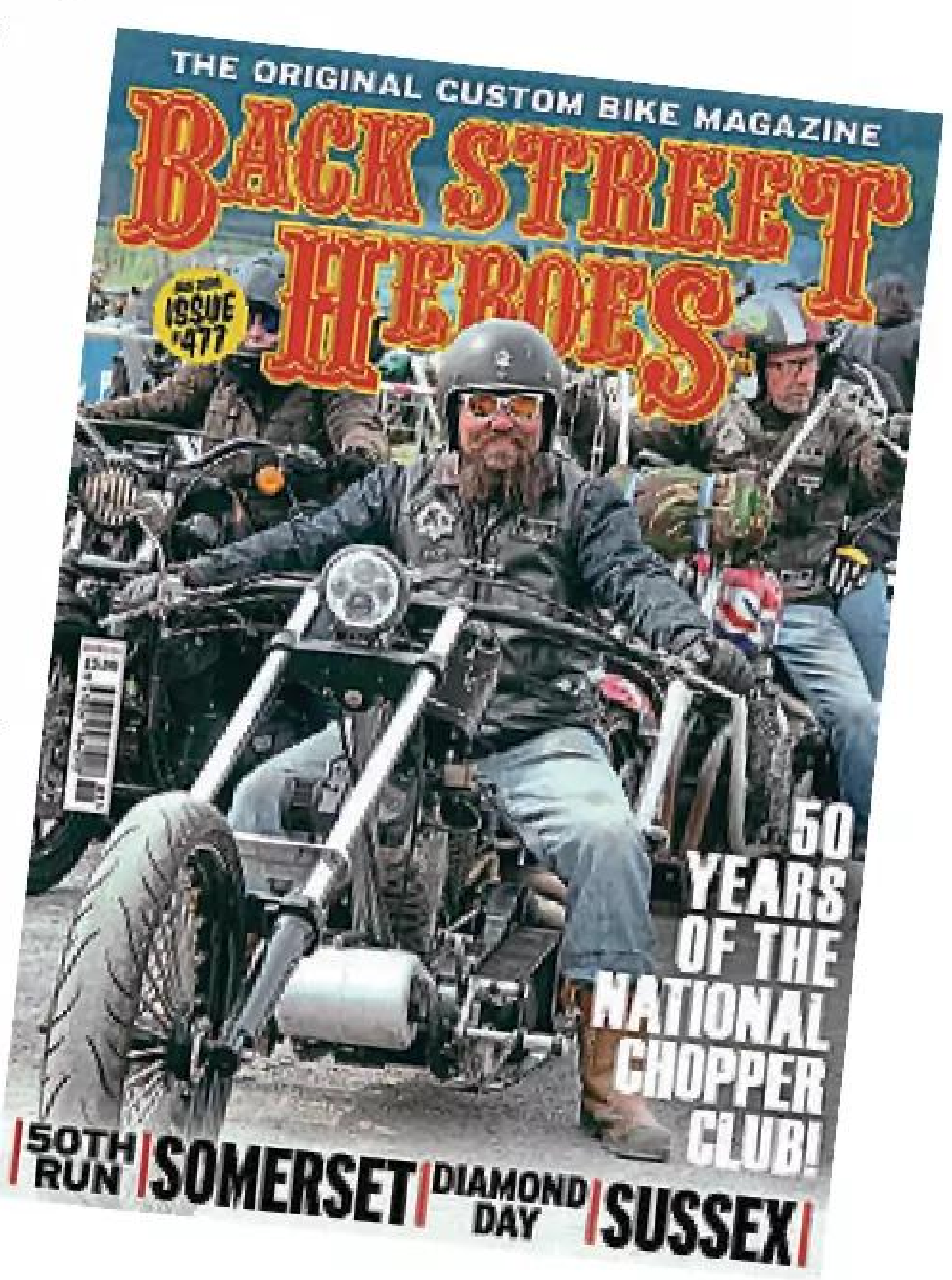
NIK

SPEC:
H-D Evolution 80-inch (1340cc) engine (rebuilt by Mark Cox, EV3 cam, Mikuni HSR42 carb, homemade air-cleaner, Ultima ignition/belt primary/6-speed right-side-drive gearbox, one-off stainless exhaust), one-off rigid frame (50-degree rake), aftermarket forwards, fat spoke wheels (130/23-inch front, 300/18-inch rear), H-D fork lowers (modified), 28-inch over Tolle fork tubes, SJP 5-degree raked yokes, one-off 'bars, Wannabe Choppers hand controls, unknown front-mounted oil tank, Jessie James Villain fuel tank, aftermarket seat, Coba Valley Cycles rear mudguard, minimal battery tray, Tolle sprocket brake, LHS aftermarket rear disc, PM LHS 4-pot rear caliper, homemade minimal loom, Bates-style 5.75-inch headlight, homemade rear light/number-plate bracket

FINISH:
Knotwork paint by Ash at Villkat Arts Tattoo, powder-coat/vapour blasting by Bumpy's Customs (**07889 080888** or **www.bumpyscustoms.com**)

ENGINEERING:
Engine built by Mark Cox at Barnaby Wilde (**01404 44714** or **www.barnabywilde.co.uk**), bike built by owner, frame/exhausts/bars by Hellstown Choppers (**07973 864995** or **hellstownchopper@aol.com**)

THANKS TO:
"NCC Kernow for all the help/inspiration in turning an awful nightshift sketch into reality..."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BACK STREET HEROES
ISSUE 477
50 YEARS OF THE NATIONAL CHOPPER CLUB!
50TH RUN
SOMERSET
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SUSSEX

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*According to the late STP, inspiration particles sleet through the universe, each heralding a moment of brilliance: a new symphony, a way of getting from A to B quicker than before, lines for a new play, or deeper understanding of something than was previously uncomprehended, but most're doomed to miss, or to reveal their brilliance to a brick wall or a starling, which is totally unequipped to deal with the revelation. Some, however, hit the right mind at the right time...

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15th to 17th August 2025

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Saturday Afternoon Band: Jim Ramsey
Saturday Night Bands: Dr Rock & The Fatties

Rock Disco,Raffles & Trade Stands
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Non-camping visitors entry to the hall £5 per night
No caravans, fires, dogs etc

Contact:
Simon 07964 977137 /e-mail: eyeoframcc@hotmail.com
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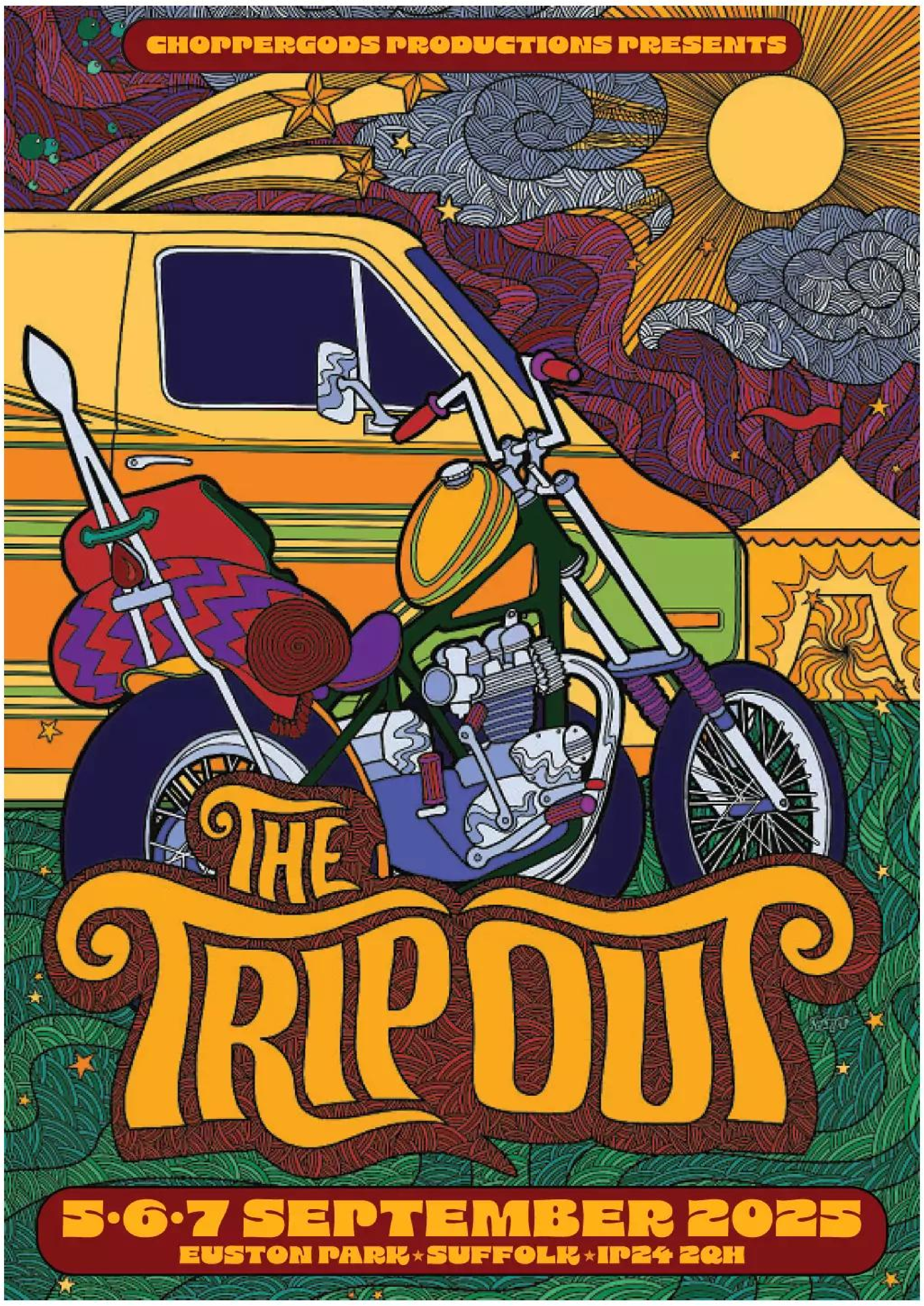
B.P.A.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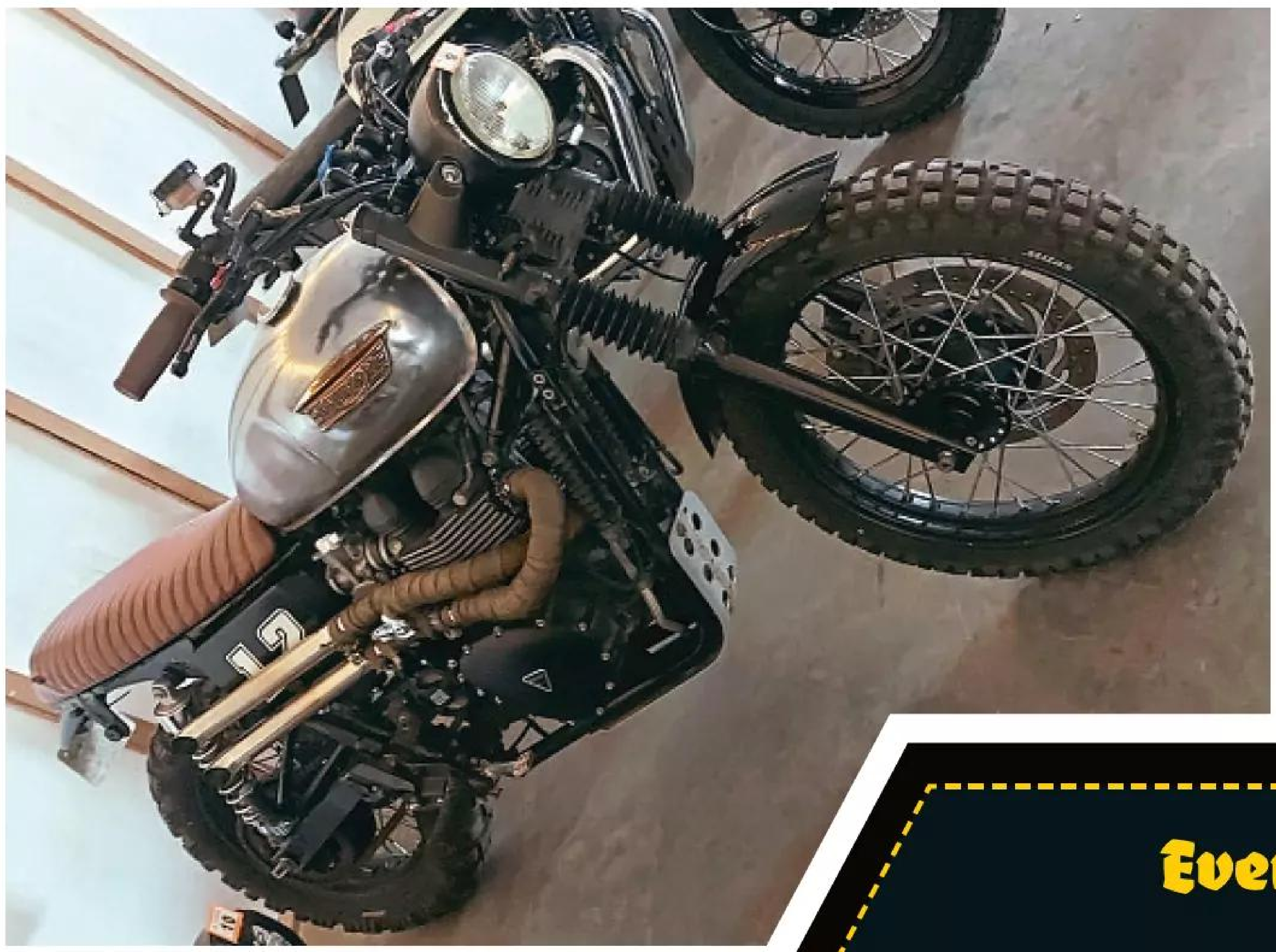


Event

OLD BOOT BIKERS' IN THE BARN MEET

BACK IN MARCH, AT THE END, JUST BEFORE THE WEATHER CHANGED AND GOT ALL 'OT N' SUNNY N' LUVERLY, ME AND HER GOOD SELF RODE ONLY A FEW MILES FROM HER PLACE TO THE DANE END CHRISTMAS TREE FARM NOT FAR FROM WARE, IN HERTS.

The day was as murky as most March days usually are, but it wasn't actually raining when we set off, me on the Bandit chop and her on her matt black Gixer streetfighter. We were both wearing our Keis heated weskits under our gear, cos we're old and nesh, but the roads were dry, and we made good time along the twisties and, thankfully, managed to tag along with someone who knew where they were going – a Good Thing as we sure as hell didn't.

The Christmas Tree Farm Barn's down a short bumpy track, always good on a hardtail eh, and by the time we got there mid-morning(ish) it was busy. There'd been a ride in that morning from the Veloce Club motorcycle clothing shop in nearby Hitchin, but they hadn't brought anything with them – probably a good thing as madam does like a clothing stall, and neither of us can carry much on our respective mo'cycles. Tom with the Windjammer GSX-R chop (y'know, the one with the full fairing, hardtail, n' springers) had ridden over early to ride with them, most of whom, it appears, were on old Triumphs and Enfields – wonder if he managed to get out of second along the way?

The Old Boot Bikers're a loose n' friendly crowd and we sat out front with steaming (I said it was cold, didn't I?) cups of coffee and very welcome pizzas, chatting to folk both local and from further away – seems a fair number'd ridden 50 miles plus for the Meet; good for them. Hope they didn't get too drowned when the heavens opened and the rain came down on the way 'ome?

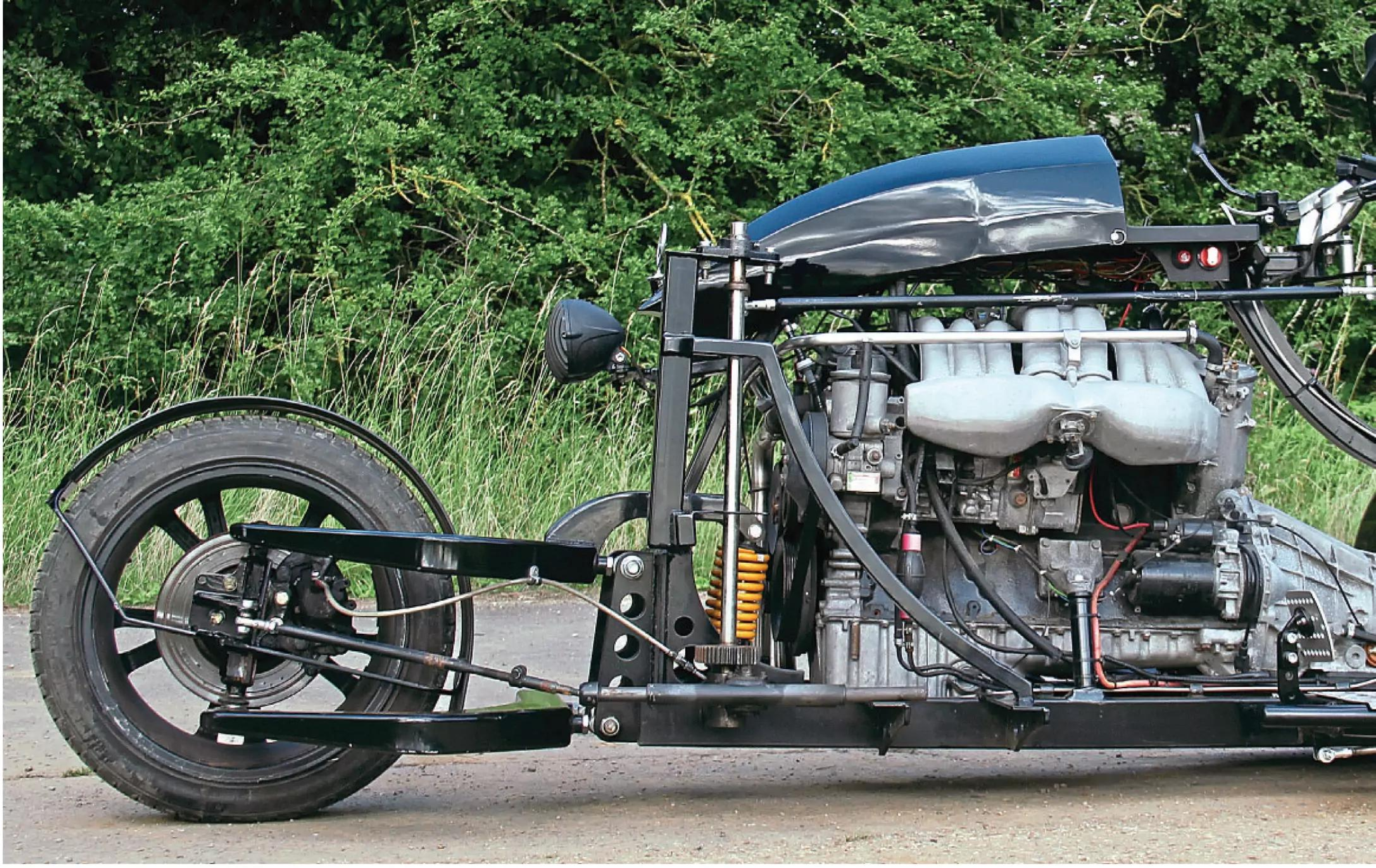
Bike of the day for me was the absolutely pristine oil-boiler 1100R that was so, so original it even had a standard exhaust can – something you so rarely see on an old GSX-R these days. The highlight of the day, for both me and Pam, was listening to the couple of wannabe YouTubers doing the car park when they got to our (well, okay, her) two bikes: "Oh, there's a chop… what is it? Honda, Yamaha, or something? Dunno…" The giveaway, chaps, that stops you looking quite so foolish is the fact that the manufacturer's name's stamped on the engine – you might not be old enough to realise that an engine with finning that intense on the barrels and head is very probably a Bandit (cos GSX-Rs are getting fewer and further between), but when it's got 'Suzuki' written on it…

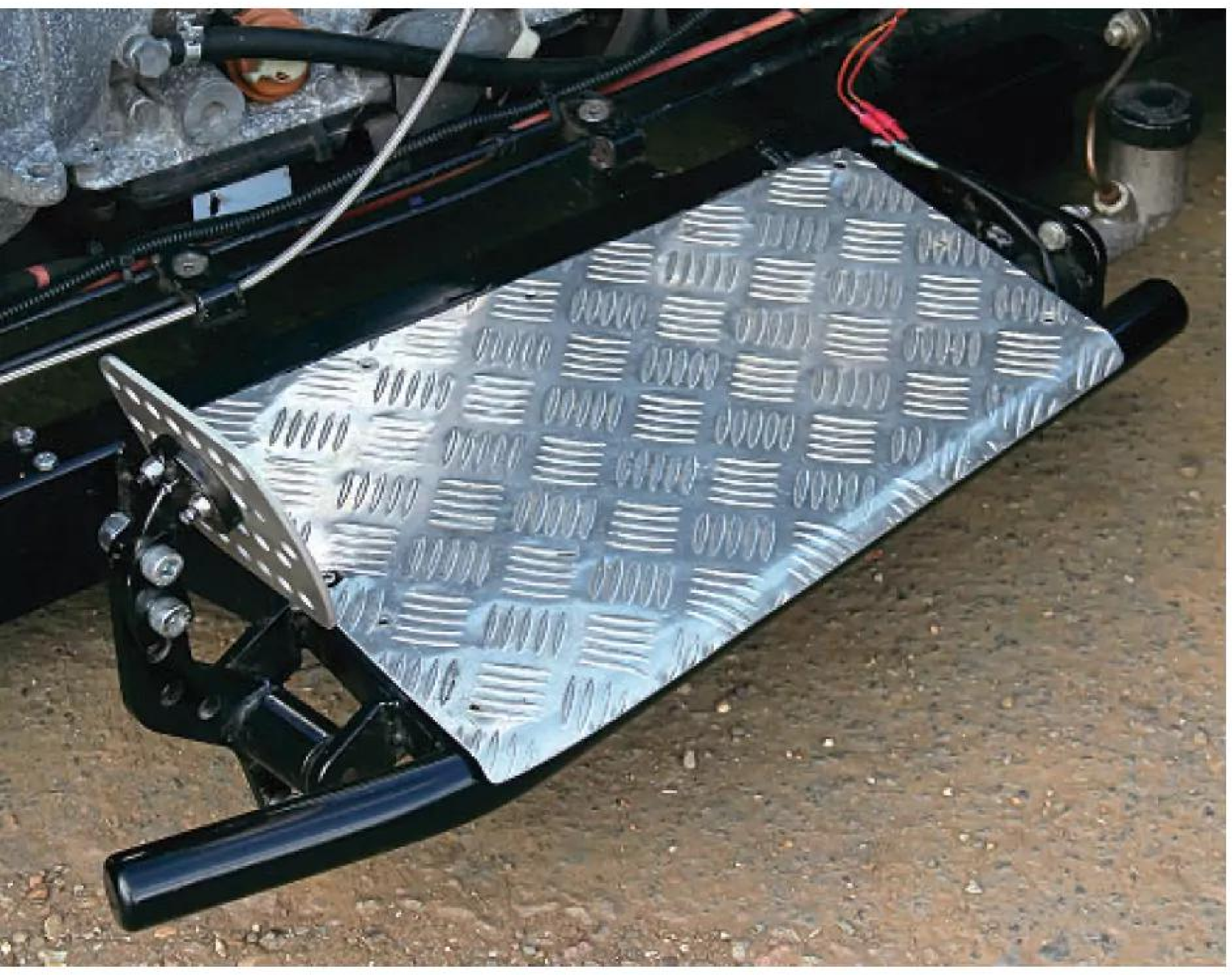
NIK

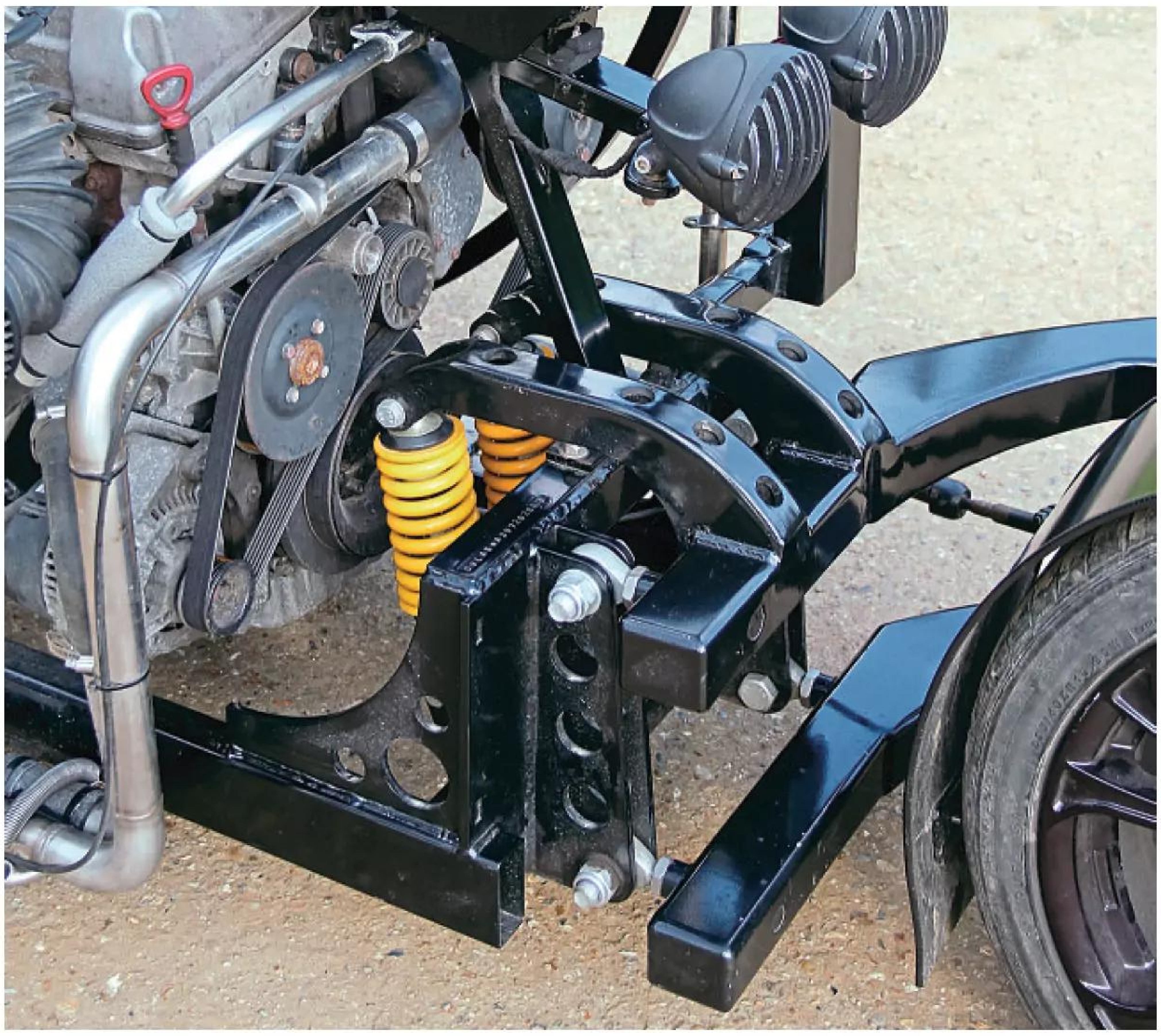
THE TRIKE YOU SEE HERE IN FRONT OF YOU, LADIES N' GENNULMEN, PUTS ME IN A REAL QUANDARY. IS THE TRIKE THAT BATMAN'D RIDE OR IS IT THE TRIKE THAT JUDGE DREDD WOULD? ITS LOOKS'D FIT EITHER CHARACTER – YOU CAN SO EASILY SEE IN YOUR MIND'S EYE EITHER BURSTING OUT FROM THE MISTS CARRYING THE CAPED CRUSADER, OR POWERING THROUGH THE STREETS OF MEGA-CITY ONE AS THE JUDGE DISTRIBUTES JUSTICE THROUGH THE BARREL OF HIS LAWGIVER.

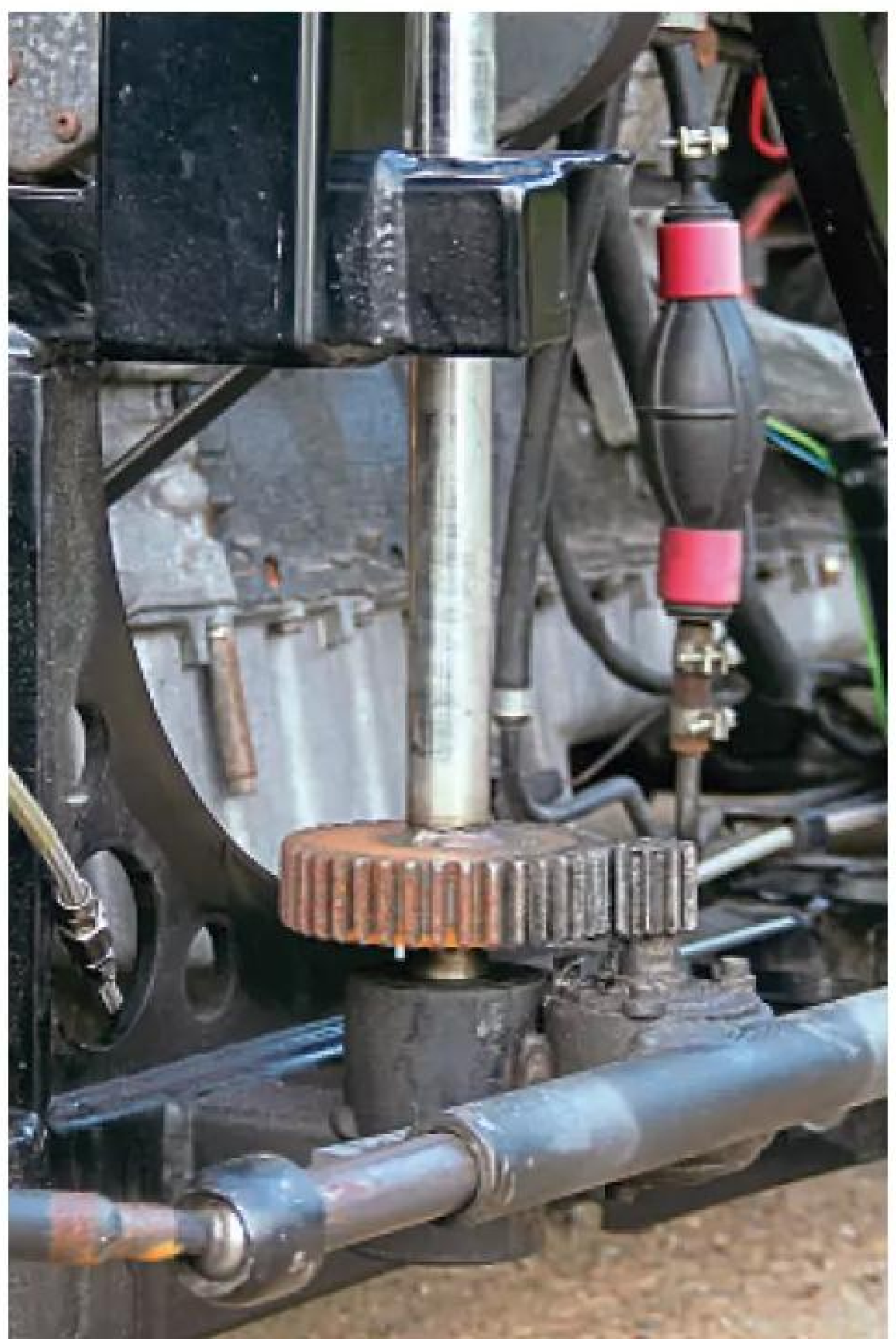
THE DARK KNIGHT RI

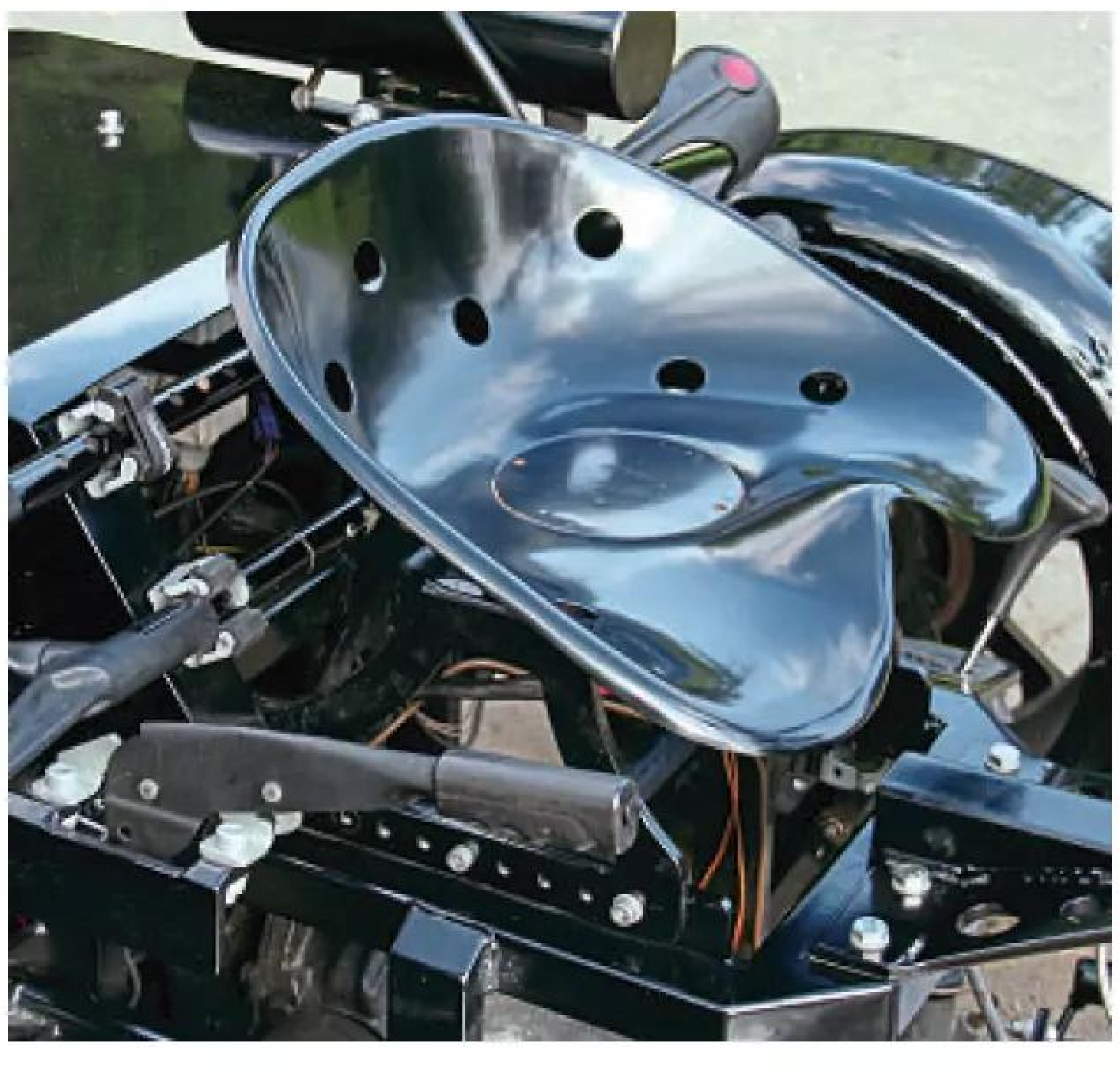
SES

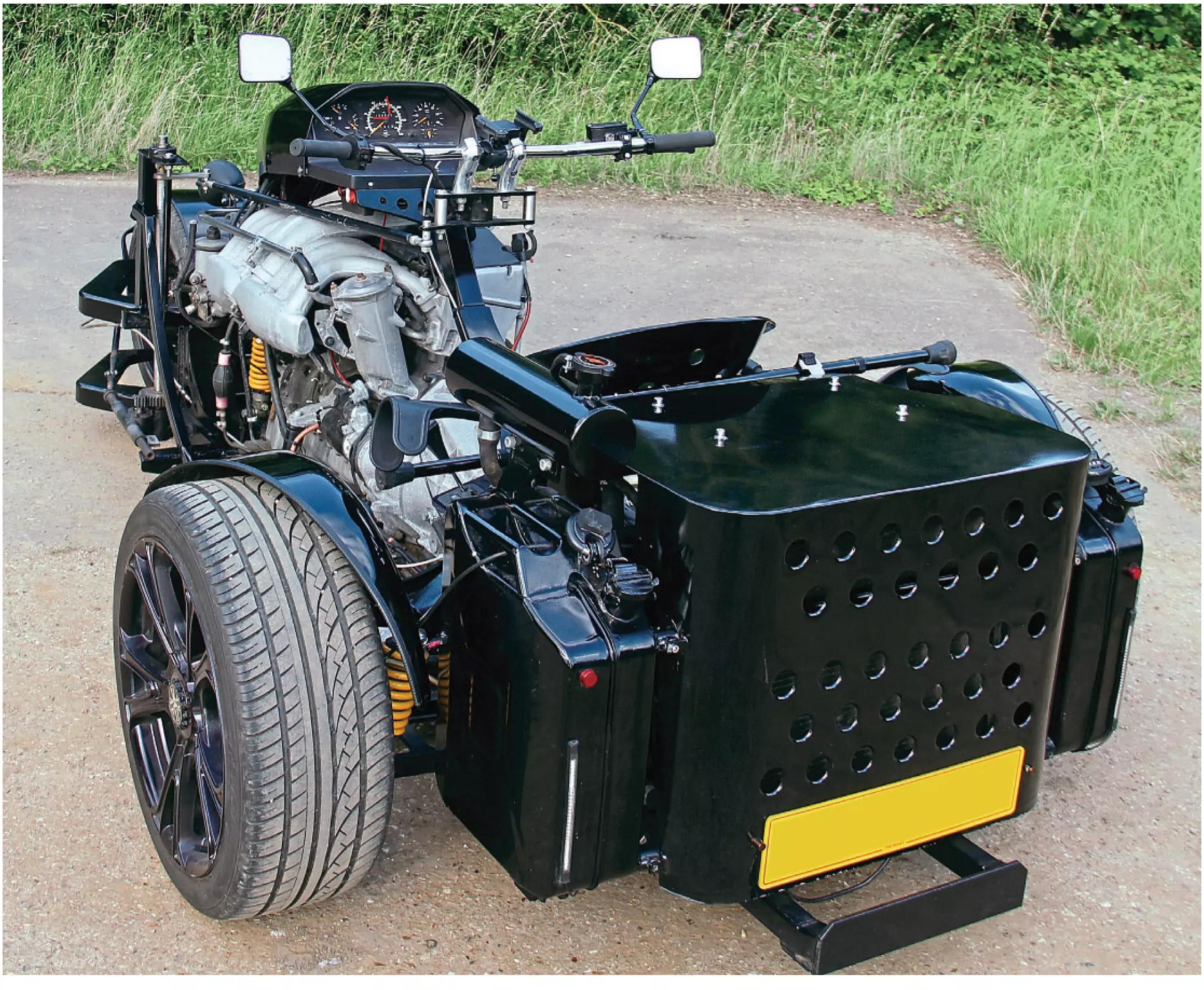


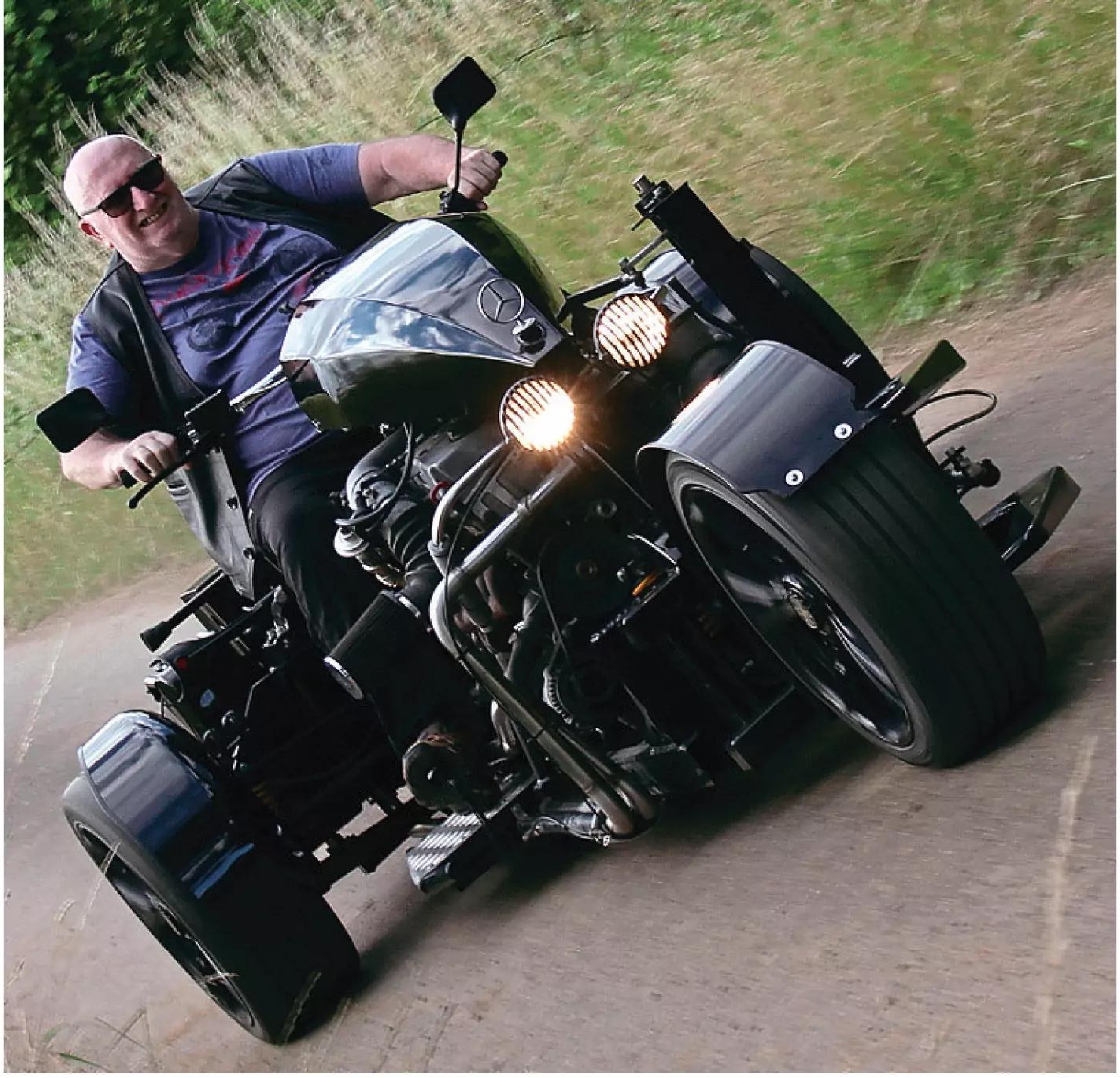












IT actually belongs to neither, of course, cos they're both fictional characters; no, it belongs to a guy called Gary Buckler, and is the result of spending too much time with his good friend Rich Norman of RSC Fabrications – one of the unsung heroes of trike building.

Gary was, in his day, a (car) drag-racer of some repute, and has been around powerful exotica all his life. He's known Rich, whose trikes've been featured in magazines over the years, for a good while now, and wanted to do something a little different to what everyone else was doing – an idea that was music to Rich's ears. He's been building trikes, and doing other engineering, too, at his workshop out in the Fens for years, doing both conventional conversions and one-off builds, including a stunning CBX1000 that was on the cover of 100% Biker, and a massive V8 that was in Trike, and he likes doing things differently as you can see.

Gary had, sitting unloved and unmolested on his drive, a three-litre, straight-six diesel Mercedes estate, a 1996 300E, and the idea they hatched was to build something out of it – something wild, something massive, and something that used as much of the original car as possible to make life a little easier as they went along. I'm going to let Rich tell you about it cos he knows way more about it than I ever will, so…

"The car was driven to my workshop, and I stripped out the engine, gearbox, the wiring (miles of it!), the dash, the rear axle, and the front hubs. After realising just how heavy the massive straight-six engine was, I set about the forks. I was happy that a set of leading links'd be enough to take the weight, but I was worried about braking forces through the headstock so, remembering the Crazy Frog Hemi V8 trike from years ago (as featured in BSH), I set about designing my own, spending hours on the internet to find out that, as there're only about six trikes with this steering set up in the world, there's not much information available. Right…

"I sat the engine and gearbox on two lengths of 80x40mm box-section steel, then added the rear axle behind – this would've worked, but it looked sh*t so I made a set of upper and lower wishbones, and just kept the diff, drive shafts, hubs, and brakes from the car.

"That done, it was time for the front end, and I soon realised I'd bitten off a bit more than I could chew. Not being someone who gives up easily, though, I set about the really long task of measuring and making templates (quite a few times!) until, eventually, coming up with something I thought looked good and'd also work. I'll skip forward here through parts that weren't too interesting, but soon I had a rolling chassis… well, it would've rolled if it had front shocks – never in my wildest dreams did I think it'd be so hard to set up the front suspension right; it took about eight different spring sizes to get right.

"Anyway, now with a complete rolling chassis, it needed to be steered so back to the internet for hours again. A bloke from America contacted me to give me advice as he'd built a similar trike, and I thought, 'Great, I can just copy his design', but, after seeing a video he sent, I could see it had the same problem as all the others – they had a 2:1 steering ratio. Now I don't know about you, but I like the 'bars to point where I want to go but, after explaining this, he told me it was impossible to make it 1:1 – that was it, the challenge was on! How hard could it be? Very, was the answer. I managed it in the end by making an arm to be welded to the front hub back plate; from there was a rose-joint on a bar to a 'quick' steering rack from a hot rod with a small duplex sprocket on the rack and a (duplex) chain to a larger sprocket, and loads of rose-joints to the 'bars. After about five attempts, with various size sprockets, I had 1:1 steering – now we had a properly steering beast of a trike!

"The chassis was sent off for powder-coating, and then it was time to wire it all up (a mammoth job!) and put on the jerry can fuel tanks; the pod to cover the electrics (with the Mercedes badge on the front, of course); mount the radiator and route the cooling pipes; sort out the foot throttle and the linked brakes, etc. Then it was test time round the yard before the dreaded MSVA test – everything was great; the brakes were good, it wasn't too noisy, all the lights worked, result! The test was booked, and off we went.

"On the day everything went smoothly… well, nearly everything – apparently they didn't like the chain steering! Luckily Dennis, the tester, while asking if he could pass it as it was plenty strong enough, found they could accept it if I changed the chain for gears. Yes, that meant it'd failed, but only on one thing, and when you consider how radical it is, I was chuffed. I took it home, changed the steering to gears, took it back, and they passed it. We got a log-book, mounted the number-plate – the beast was alive!

"I'd like to thank Gary for giving me the opportunity to build this amazing trike for him – it's certainly not he prettiest trike I've built, I know, but when you consider all the engineering challenges that had to be overcome, I'd definitely say it's the best."

SPEC:
1996 Mercedes 300E 3-litre straight-six diesel engine (K&N air-filter, one-off exhausts)/automatic gearbox/front & rear brakes/speedometer unit/diff/half-shafts, one-off frame/chassis, one-off foot-throttle/rear brake pedal, one-off foot-boards, Wolfrace 16-inch wheels (front/rear), one-off hub-centre-steered steering set up, Gaz shock absorbers (front/rear), one-off remote steering linkages/mounts, aftermarket risers, one-off 'bars, unknown motorcycle switchgear/front brake master-cylinder, one-off front mudguard, one-off engine cowl, aftermarket tractor seat, one-off rear mudguards, one-off radiator surround, twin jerry-can fuel tanks, one-off rad' water tank, one-off wishbones, copper & braided oil/water/fuel/brake lines, Rally Design hand-brake, hybrid Mercedes/one-off loom, aftermarket headlights/rear lights/indicators/marker lights

FINISH:
Black powder-coat by local powder-coater

ENGINEERING:
All work by Rich at RSC Fabrication

RICH NORMAN
PICS BY **NIK**

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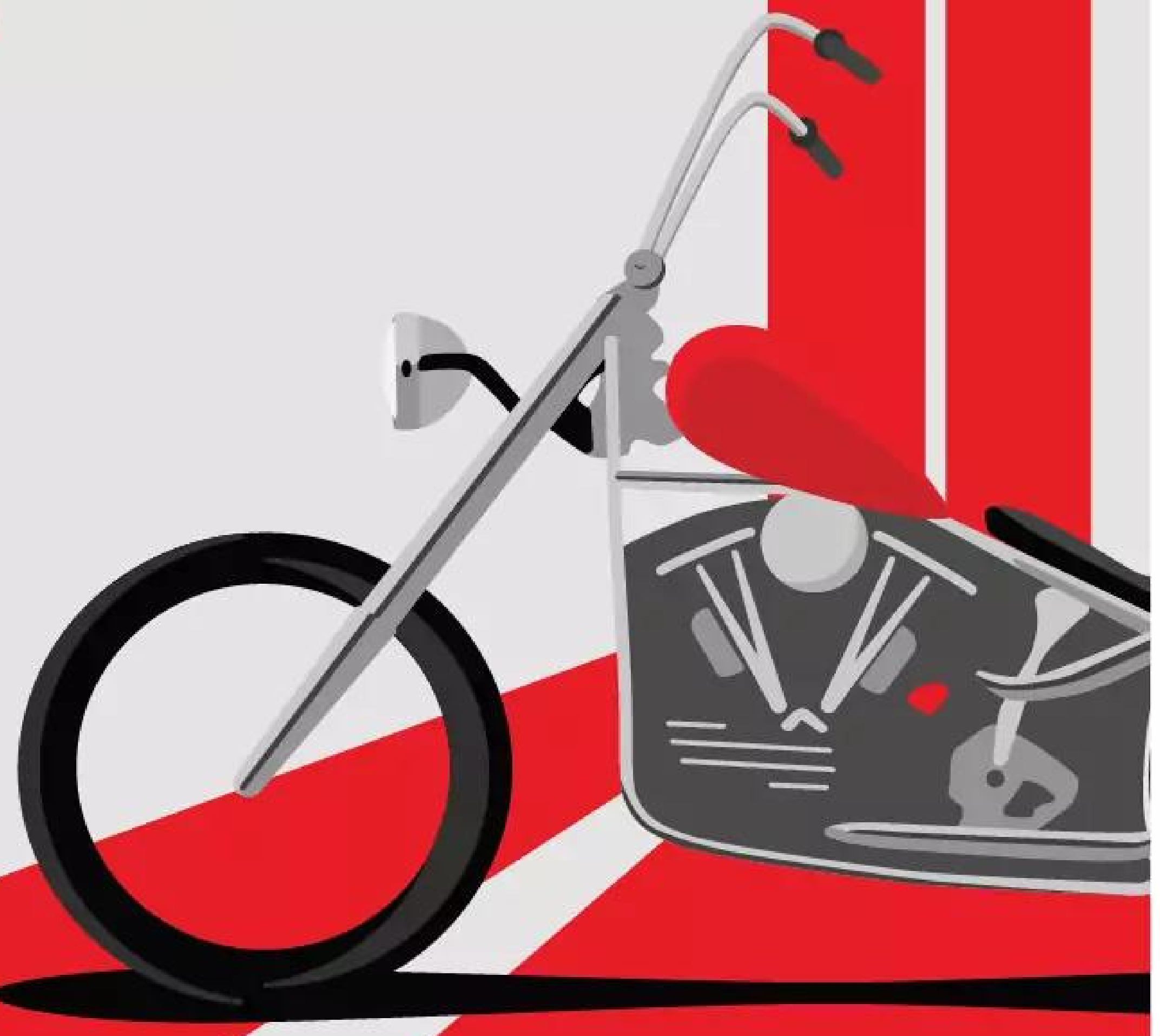

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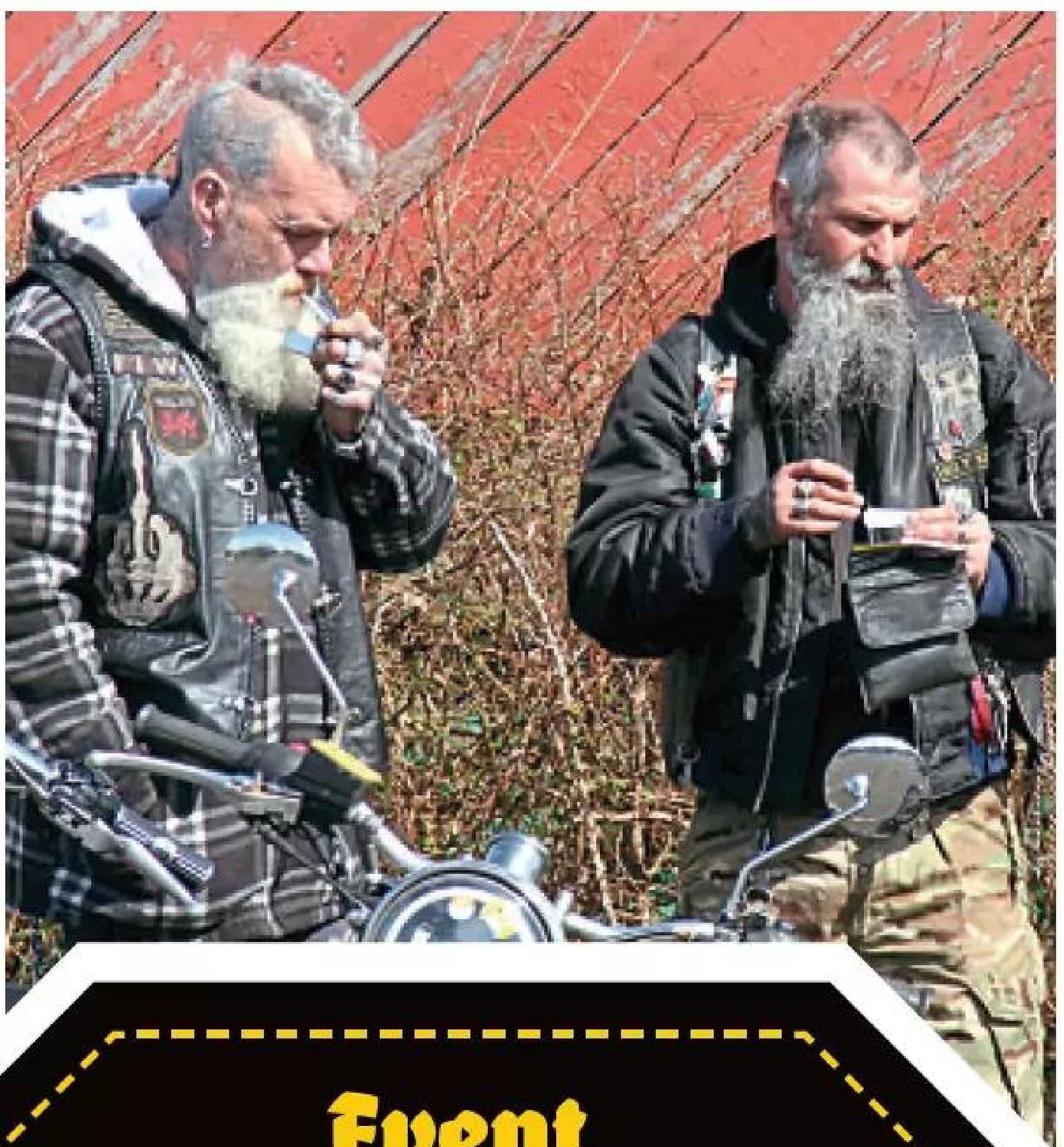
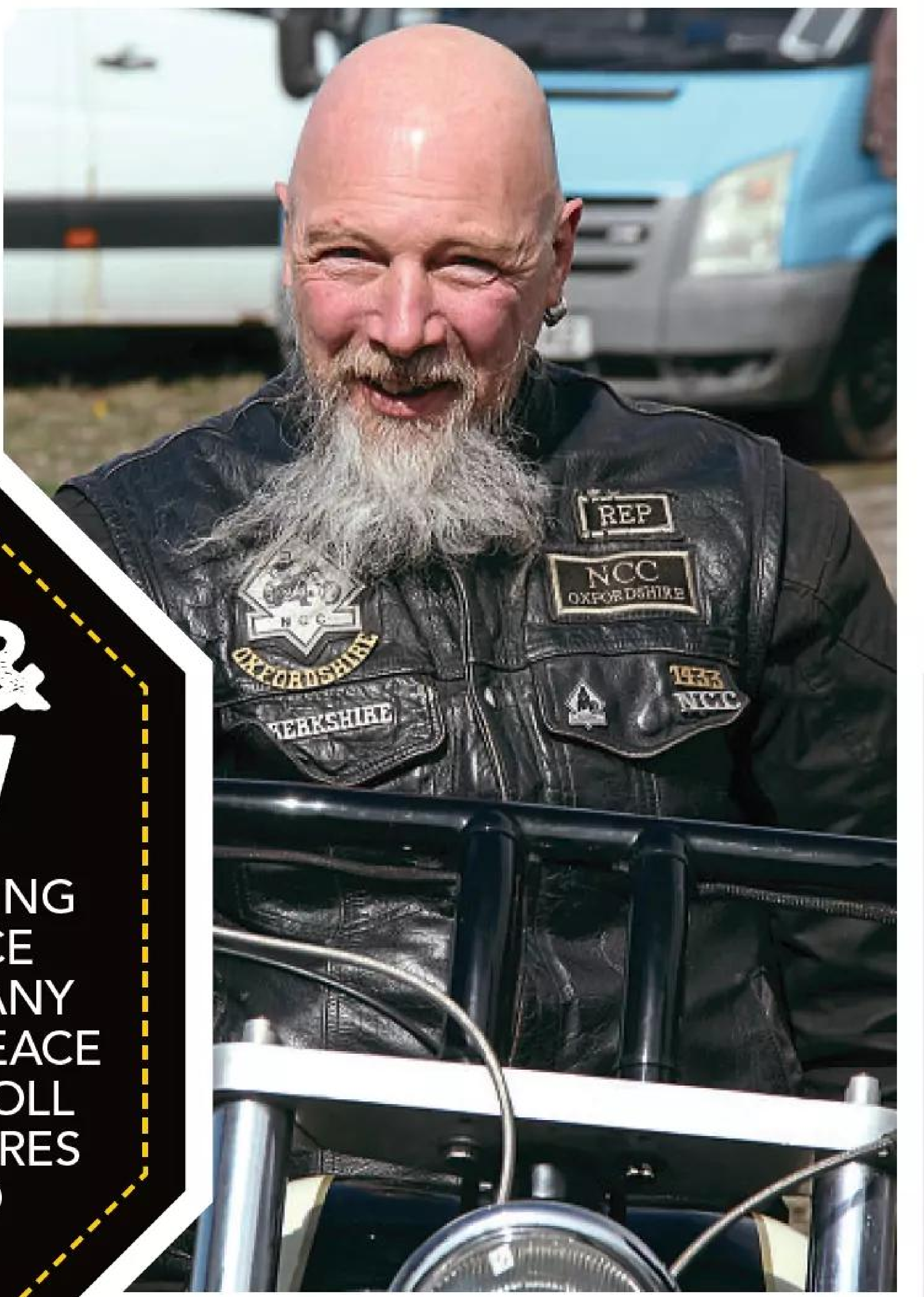
CHOPPER CLUB





Event

CCW AUTOJUMBLE & CUSTOM SHOW

MUCH AS I HATE, ABSOLUTELY HATE, GETTING UP REALLY EARLY IN THE MORNING, ONCE I'M UP AND ON THE ROAD, WITH HARDLY ANY OTHER TRAFFIC ABOUT, I FIND A KIND OF PEACE DESCENDS ON ME, AND THE MILES JUST ROLL BY TO THE NOISE OF THE SWISH OF THE TYRES AND THE DULL, BUT CONSTANT, SOUND OF THE ENGINE BELOW. IT'S A KIND OF CALM TIME, BEFORE THE F**KWITS SURFACE, AND RUIN YOUR PEACE, AND I DON'T GET ENOUGH OF IT.

TRIUMPH
ENGLAND

CHOPPER CLUB

BEST PAINT
29.03.2025
CCW

'Course, the effect of this is slightly lessened when you're not on a bike, but in a van, but in my defence, if there is such a thing, it was 4.20am when I set off for the Chopper Club Wales Autojumble & Custom Show at the South Wales clubhouse, the temperature was barely above freezing, and I had me bed in the back for that night's après-party slumbers.

I won't bore you with the journey down but, suffice to say, I was the first person there, arriving only moments before Soggy from the South Wales committee. Even at that early hour bikes were starting to roll in, and I soon got the signature bikes-outside-the-clubhouse pic before the punters arrived. And arrive they did – by mid-morning the car park was pretty full of chops, cruisers, trikes, and my mate Nick on his 'orrible XJR. The burger n' coffee wagon was going great guns, and the area out back of the clubhouse'd filled up with autojumble stalls selling all varieties of custom and chopper parts, clothing and accessories, and more.

I even managed to find a Haynes manual covering my beloved oil-boiler Suzukis for a couple o' quid – worth the trip alone!

It was the bikes, though, that I'd come to see, and I wasn't disappointed. John, the Welsh president, turned up with not one, but two sublime Triumphs that I'd only seen in Facebook pictures; Soggy's own H-D, with its Flakey's Custom Paintwork (not Flakey Dave's, note, Flakey's) paint, was wonderful; the black streetfighter Bandit, relocated from its home in Essex to Wales, tuff as fcuk; Malc, the Oxfordshire rep, had his new, very Revolutionesque, Bandit (last saw that on a bench somewhere in Oxon – looks good); there was an understated old Lawson-style Zed with a Suzuki motor that looked right; and loads more, including a chop that'd been in the UK Biker Build-Off back in the day. As I was kind o' expecting, I got asked to judge the show (no pressure eh?), and gave Soggy's Best Paint, the UKBBO chop Best Chopper, and El Presidente's orange Triumph Best in Show, while I believe the aforementioned black streetfighter got a Club pot too.

NIK

PORK CHO
EXPRESS*

*Are you nerd enough to know which film this's a reference to?

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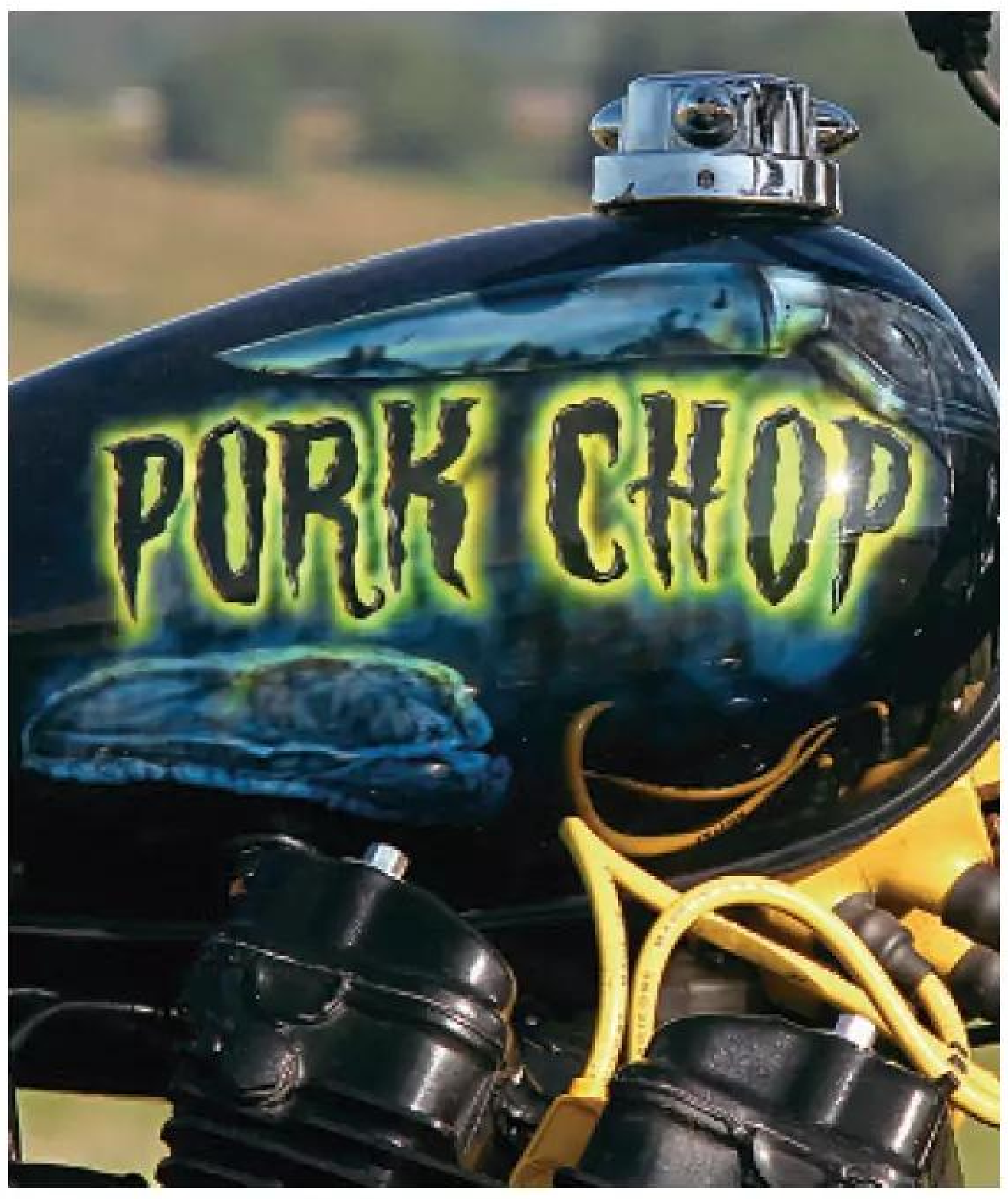
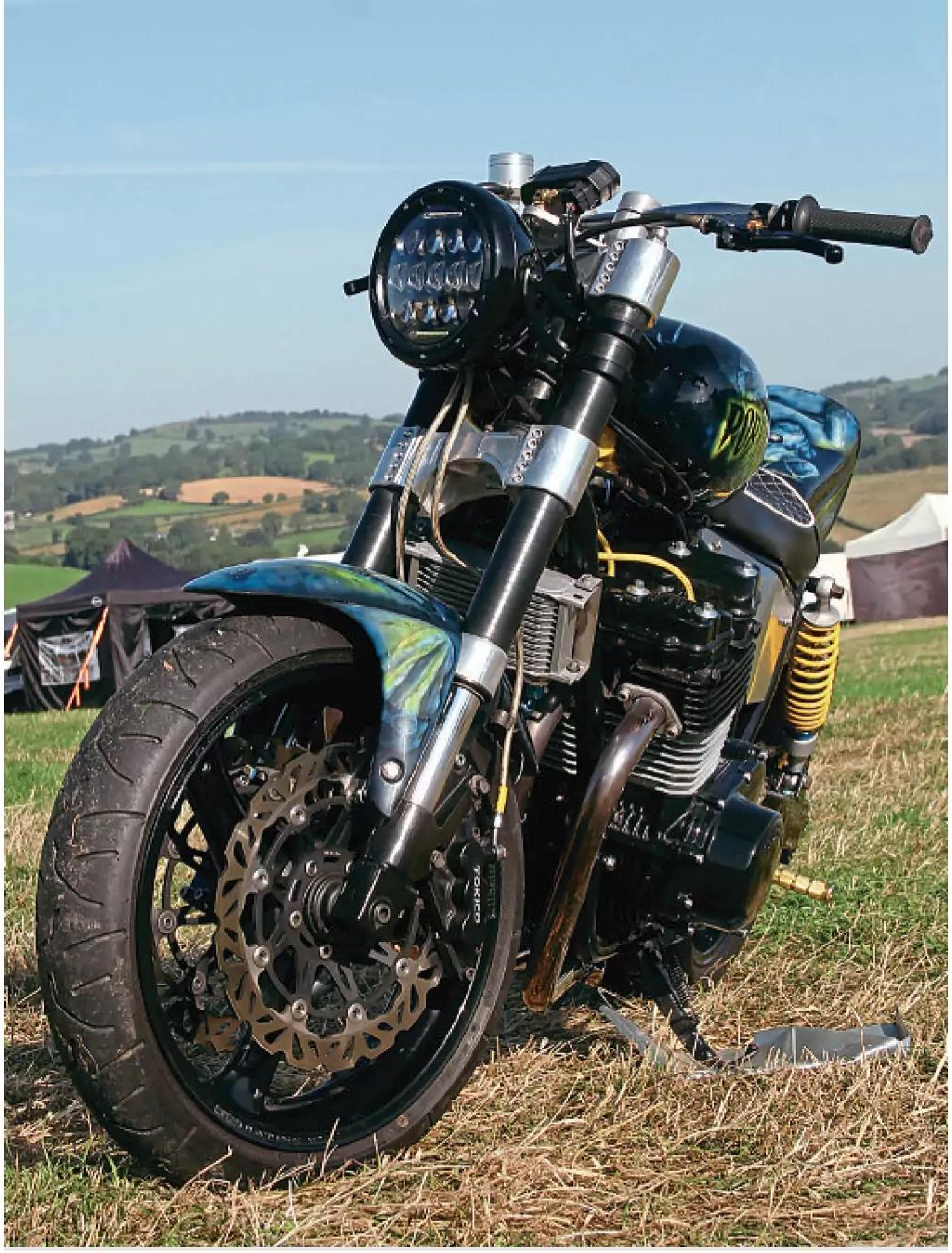
P,

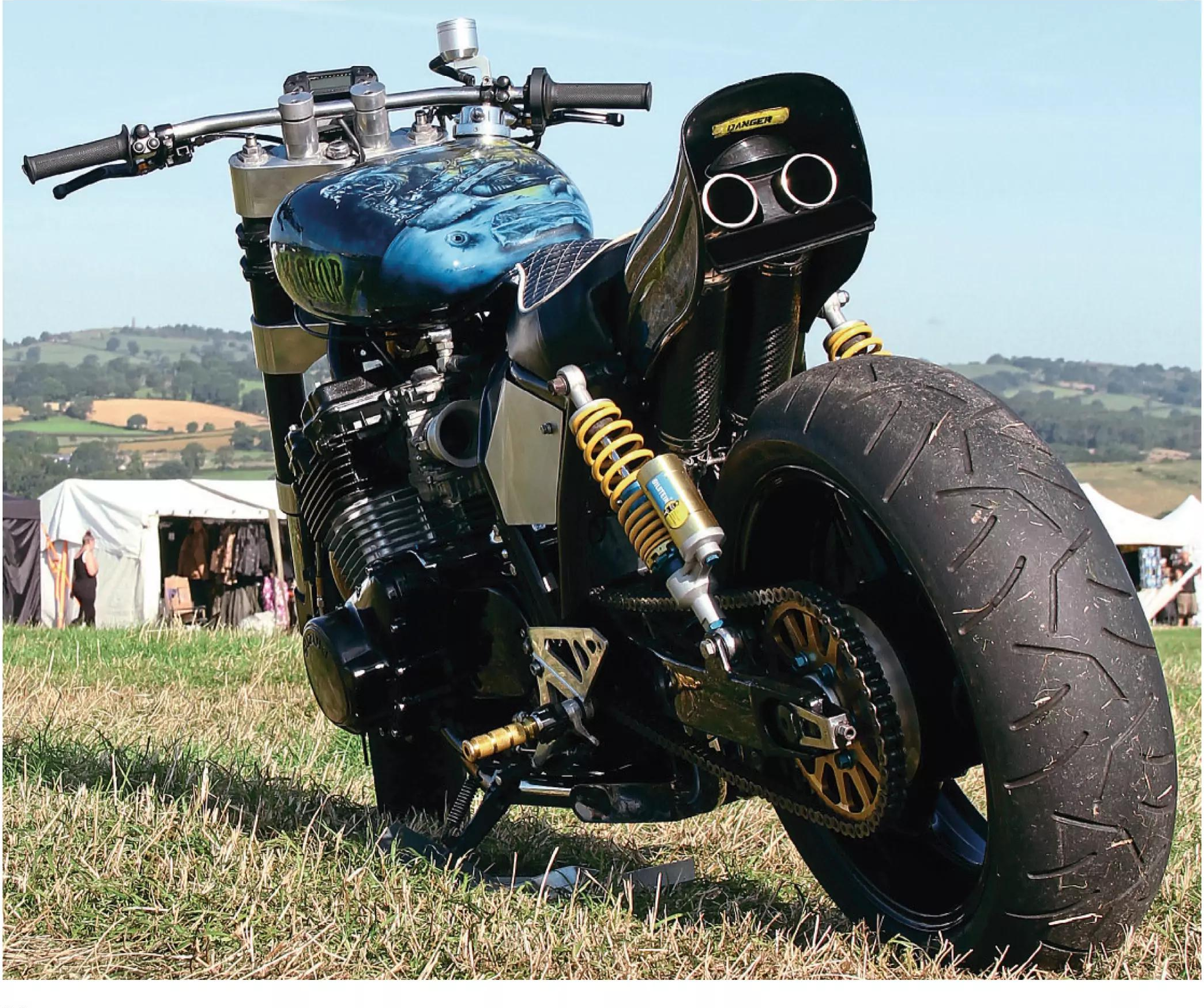
PORK CHOP
TOKICO

HOW A BIKE GETS ITS NAME'S ONE OF THE REAL FASCINATIONS OF CUSTOM BUILDING, I THINK. MY FAVOURITE'S OF A FRIEND'S XS1100 CUT-DOWN, WHICH HE'D SELF-CHRISTENED 'GREEBO' AFTER NANNY OGG'S CAT IN THE DISCWORLD BOOKS, BUT WAS SOON RENAMED BY AN OLD BOY OUTSIDE A PUB WATCHING HIM TRYING TO START IT.

"AH," HE SAID, NODDING WISELY, "DAISY – SOME DAYS 'E START, SOME DAYS 'E DOESN'T."


PORK CHOP

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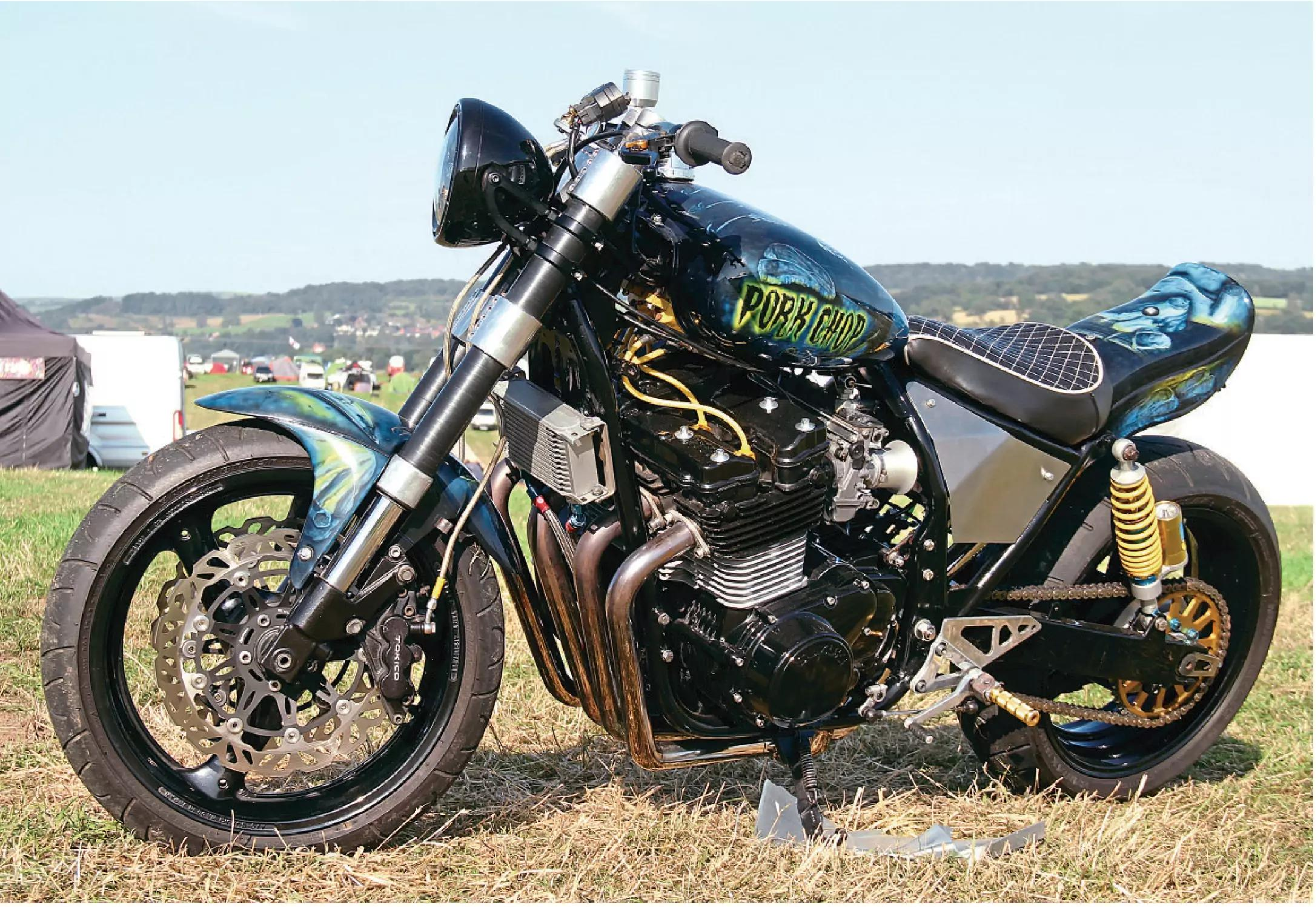
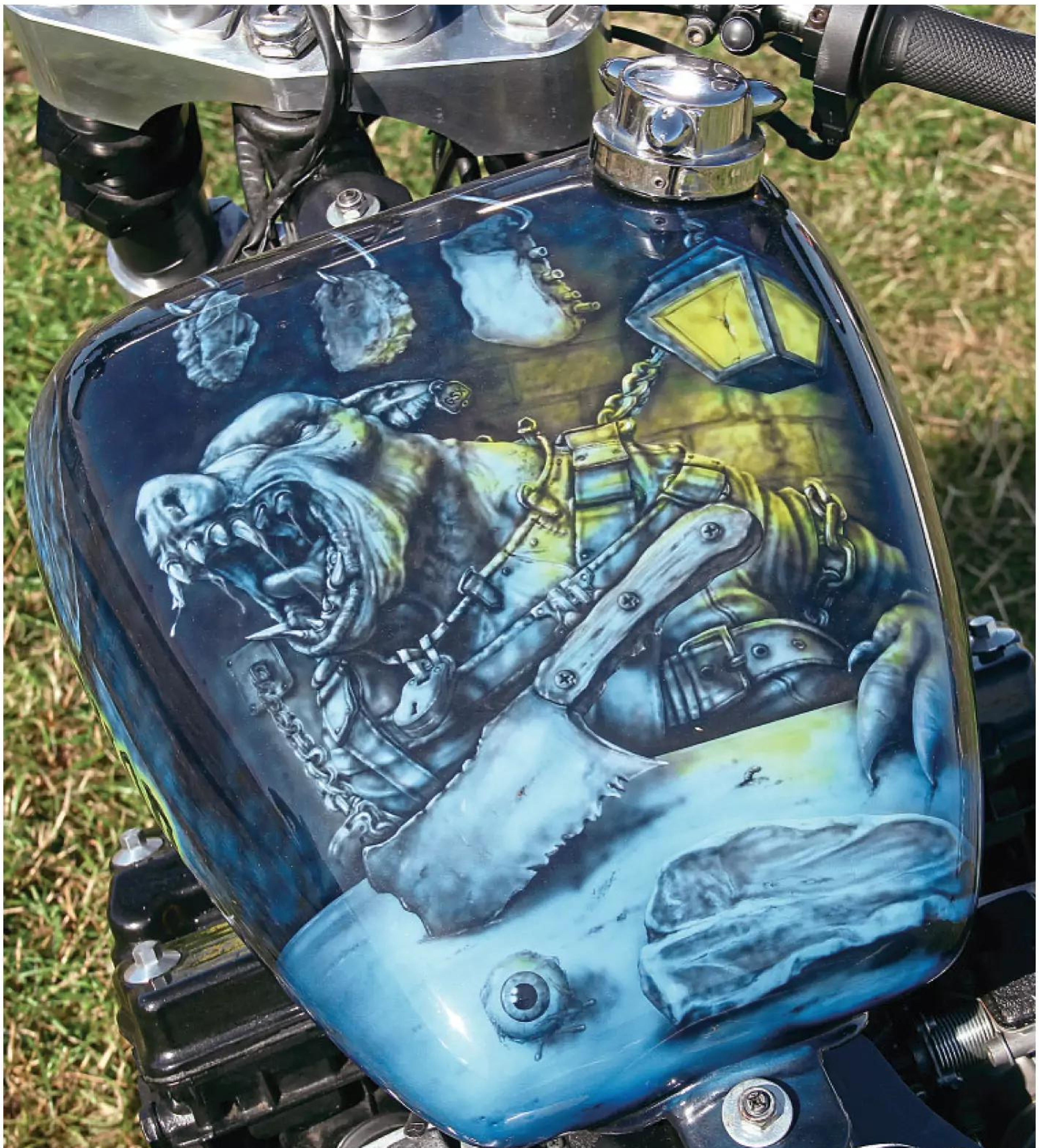
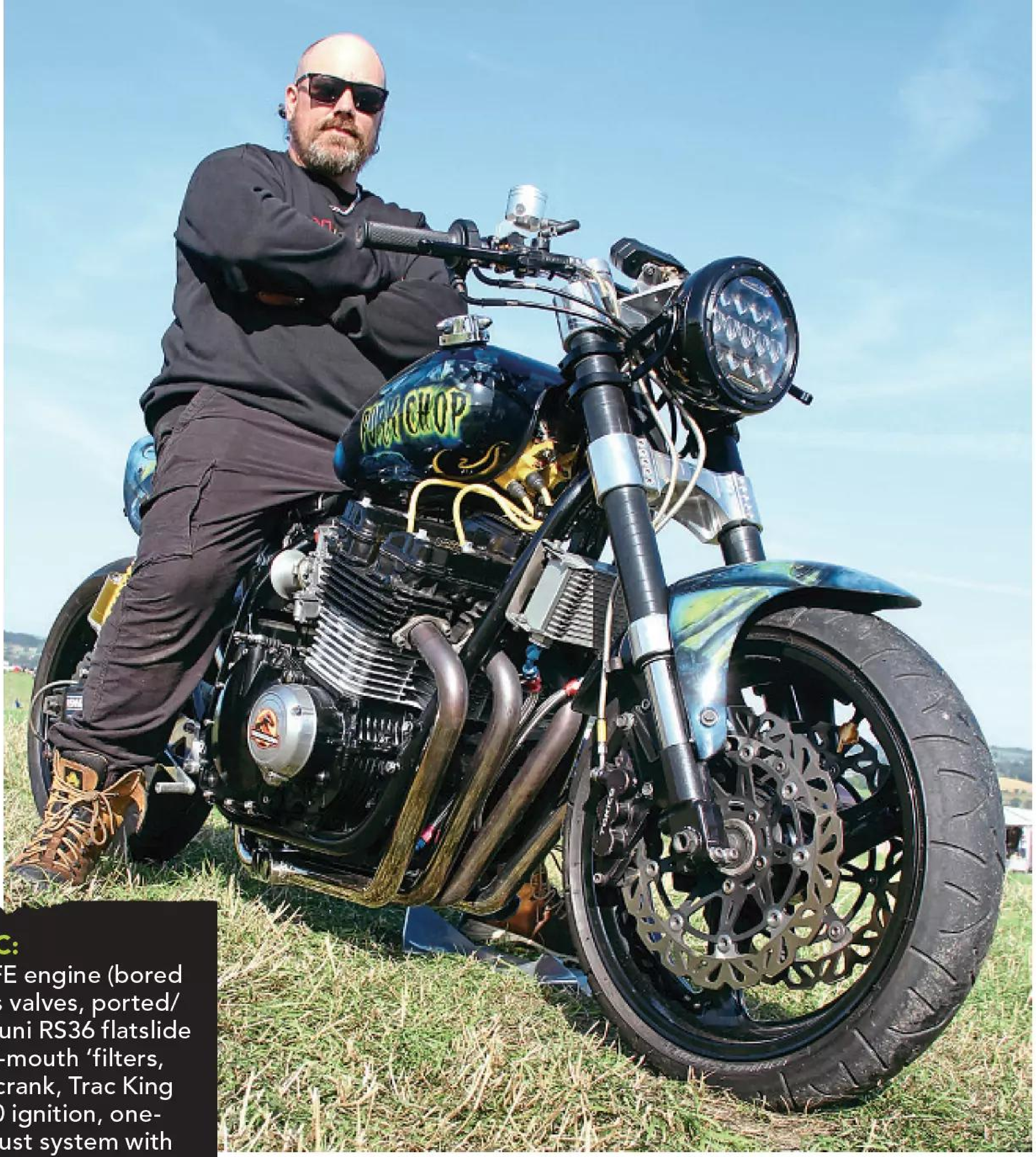

PORK CHOP





The '90s-style streetfighter you see here's called 'Pork Chop' as, as we all know, the GSX 1100 EFE Suzuki that it's based on was, although fast as hell, a big, heavy pig of a motorcycle, and this one was chopped, by a gentleman by the name of Joe Sullivan back in the '90s, hence 'Pork Chop'. Actually, Carlos, the owner and builder, has a story to go with it. "When I first nicknamed it, I had a life-like sticker of a pork chop stuck on the tank, and someone once asked, 'Is that Australia?' (the shape vaguely resembled the country). Guessing geography wasn't one o' their better subjects at school, eh?"

Strictly speaking, the bike's not actually an 1100 EFE; it's a 750 ET with an 1100 EFE motor, but I defy even the most anal of Suzuki nerds to know that without being told because, well, there's pretty much no 750 ET left bar the bottom of the frame loop and, maybe, the area around the swingarm pivot – everything else has been, er, butchered, to use an apt choice of word. It, I'm guessing with the 750 ET motor, was actually Carlos' first legal bike ("rode without a licence for many years, as many of us did"), and was a real dog (pig, shurely?) of a thing when he first acquired it, but he loved it as it had a bit of character. After the wiring loom caught fire outside his local Woolworths in 2012, he decided to butcher (that word again) it to fit the vision he had in his head, and his first port of call was his friend Greg's where, he knew, he had an 1100 EFE motor sat collecting dust (mind you, he says, he had been hassling him about it for over a year). With that in hand, the long, long journey to how you see it now began.

Starting from the front, the wheel n' USD forks are from a water-cooled GSX-R 750 WN, held in substantial billet yokes by Roy 'Billet Brain' Martin of Billet Bike Bits in Norwich. The rear wheel's from a GSX-R 1100, as is the swingarm, albeit modified from its standard single-shock arrangement to a twin-shock that suits the look of the bike better, and all three of those funky-looking brake discs are Armstrong wavy ones which you can buy online from the UK. Front brakes're Tokico six-pots, as used on Hayabusas and the like, and the rear's from a Bandit 12, while the rear shocks're Bilsteins off a quad. The tank's a single-cap Mustang that's been cut n' stretched for extra fuel capacity (Mustang tanks're quite small as standard, and not really up to the fuel thirst of a big Jap' four); the seat's one made by Carlos himself and covered locally; the side-panels are homemade stainless; and the rear muddie's from an 'Arley, modified to sit just so.

Moving on, electrically the bike's got all the right bits: a one-off loom by Tony 'Cosmo' Caliandro that uses a motogadget mo.unit to keep things tidy,; a motogadget mo.button to keep the 'bars clean; a Shorai LFX Lithium battery to power the uprated starter motor (more on that, and the engine in a mo'); a blindingly bright 7.7-inch Cree LED headlight; and a neat little LED rear light hidden under the rear mudguard. Oh, and Dyna coils and Taylor leads (setting fire to a bucket of p*ss, for the purposes of), and a Dyna 2000 ignition, natch.

In fact, the engine in this 'ere mo'bike's a little special: bored to 1230cc, and with stainless valves, the head(s)'ve been ported and polished, the carbs replaced with Mikuni RS36 flatslides with bell-mouths, the crank's been welded and balanced, and there's a heavier-duty Trac King clutch, and a more powerful Rick's starter motor (which I didn't even know you could get as Rick's're primarily a H-D-based parts co.). There's an uprated oil cooler and lines, from Earls, an offset front sprocket to get the chain to line up with the lighter Talon sprocket on the rear wheel (750 ETs didn't come with 180 rear tyres, y'see), and a very clever under-tail exhaust system, built using carbon cans from a Dynomite R1 Yam (remember them?) by Steph and Spam at Cut 'Em N Ride. It's a neat design – at first glance you wonder where the exhaust can is, and it's not until you walk behind it that you see the twin outlets. With all this done to it, the carefully set up motor puts out a very respectable 132bhp (stock EFEs were 124bhp at the crank – this one's 132 at the wheel), and has a torque curve so strong you could pull down walls with it. Impressive!

Its crowning glory, though, is its paint. "After changing the colour from black to white, I decided to have it airbrushed by John O'Hara of Pitstop Paint. I'd been following his work for a considerable time and knew he'd be the man for the job. I gave him a brief description of what I wanted, as in the angry pig and the pork chops hanging off meat hooks, but said he could freehand the rest of the bike, doing whatever he wanted. Once the finished paintwork was completed (which he smashed out the park, may I add), that's what gained the bike some recognition. I think that's when Nik saw it, and started chasing me to get it photographed, and finally managed to at the Rock & Blues last year."

Future plans, he says, would be to update the older front and rear ends at some point, "but then again it does the job the way it is. Building it, I was always a little paranoid about how it'd feel and handle on the road, but it handles superbly – even though it is long and relatively low." You could say, then, that he's as happy with it as a pig in shi… er, clover, couldn't you?

NIK

SPEC:

Suzuki GSX 1135 EFE engine (bored to 1230cc, stainless valves, ported/polished heads, Mikuni RS36 flatslide carbs, Mikuni bell-mouth 'filters, welded/balanced crank, Trac King clutch, Dyna 2000 ignition, one-off under-tail exhaust system with Dynomite R1 slim carbon end cans, Dyna coils, Taylor leads, Earls oil cooler/braided hoses/AN fittings, offset front sprocket, Rick's starter motor), 1980 Suzuki GSX 750ET frame (modified), Suzuki GSX-R 1100 rear-sets (modified)/swingarm (modified)/rear wheel/rear master-cylinder/torque arm (modified), Bridgestone BT014 tyres (120/17 front, 180/17 rear), Suzuki GSX-R 750 WN front wheel/USD forks/front mudguard, Armtrong wavy discs (front/rear), Tokico six-pot front brake calipers, one-off billet yokes/risers, Goodridge braided brake lines, aftermarket 'bars, Titan brake/clutch levers, Rizoma front brake master-cylinder, Venhill quick-action throttle, Motone custom switchgear, Koso speedo, Pro Taper grips, single-cap Mustang tank (modified), one-off seat, homemade stainless side-panels, homemade aluminium battery/electrics box, H-D rear mudguard (modified), homemade 'plate mount, Bilstein shocks, Suzuki Bandit 1200 rear caliper, gold X Ring chain, Talon rear sprocket, one-off loom by Tony 'Cosmo' Caliandro, motogadget mo.unit, motogadget mo.button, Shorai LFX Lithium battery, 7.7-inch Cree LED headlight, LED rear light

FINISH:

Fully airbrushed front mudguard/tank/tailpiece by John O'Hara of Pitstop Paint, wheels & swingarm powder-coated by Windridge Coatings, polishing by owner

ENGINEERING:

Frame modified by Joe Sullivan, bike built by owner, exhaust by Cut 'Em N Ride (**07811 154581** or **linethemup1340@gmail.com**), yokes by Billet Bike Bits (**07507 001603** or **www.billetbikebits.com**)

THANKS TO:

"Steph Hartley & Spam at Cut 'Em N Ride; Tony Cosmo; Mark Solly (Stig); John O'Hara; Nick at SPS; & Grumpy at Grumpy 1260…"

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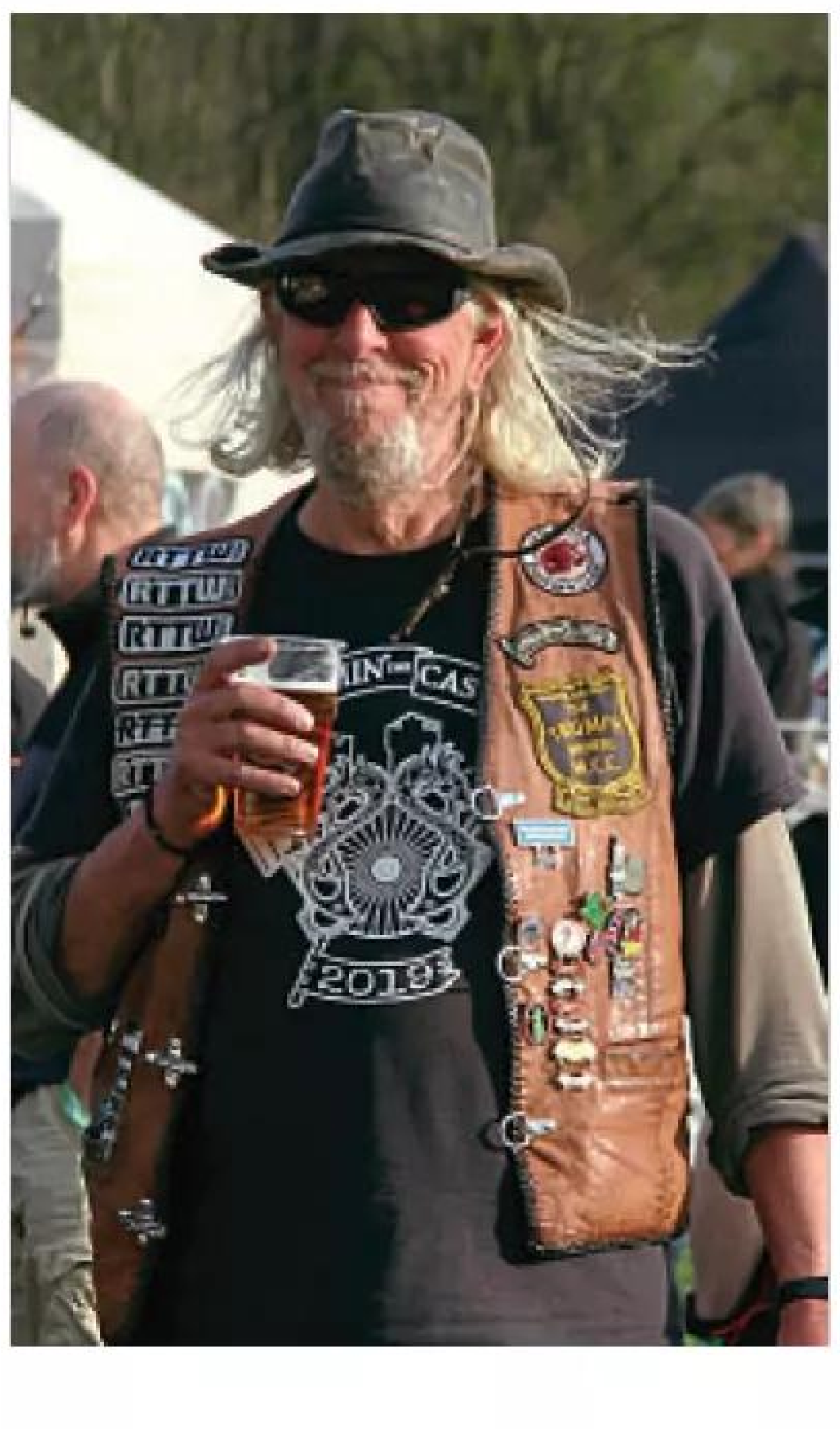
Event

ODDBALLS MCC'S UNFROZEN BALLS UP

MMM, DUNNO ABOUT 'UNFROZEN' – I WOKE UP IN THE MIDDLE O' THE NIGHT FRIDAY FOR A WEE, AND THE PLACE WAS WHITE-OVER. THEN, WHEN I WENT BACK TO BED I REALLY, REALLY COULDN'T GET WARM… ALTHOUGH THAT PROBABLY WASN'T HELPED BY MY HAVING LEFT THE VAN DOOR OPEN ABOUT FOUR INCHES, WAS IT?



The Oddballs MCC's rallies've gained a good reputation over the years – they're no frills trad' rallies: a marquee in a field in the middle o' nowhere; a control tent doing tea n' coffee n' p*ss-taking (very important that last one); a couple of catering wagons doing traditional biker fare designed to fill up the gaps in the belly; a few stalls to peruse; a reasonably-priced bar (well, it was to me coming from way down south); and a band each night to keep your dancing feet dancing – what more do you need?

From the moment I rolled in through the gate, nearly taking their roped-off section tapes with me, I knew it was going to be good – I mean, the club emblem is Gilbert the Alien, one of my favourite TV characters ever, how could it not be? And Friday night was, it really was. I'd bumped into two rat-chopper reprobates, Cookie and Peter, and a few of their mates, and it all went slightly (okay, so maybe more than slightly) downhill from there. The light show in the marquee was one of the best ever I've seen at a rally, and by time the band, The Swillers, came on, the place was bouncing suitably. It all gets a little hazy from this point, I will admit, but I know I enjoyed it cos me face ached from smiling the next morning, or it could've been all the sitting in the control tent 'til 3am talking to the guy whose name I've forgotten from the Ogri. Either way…

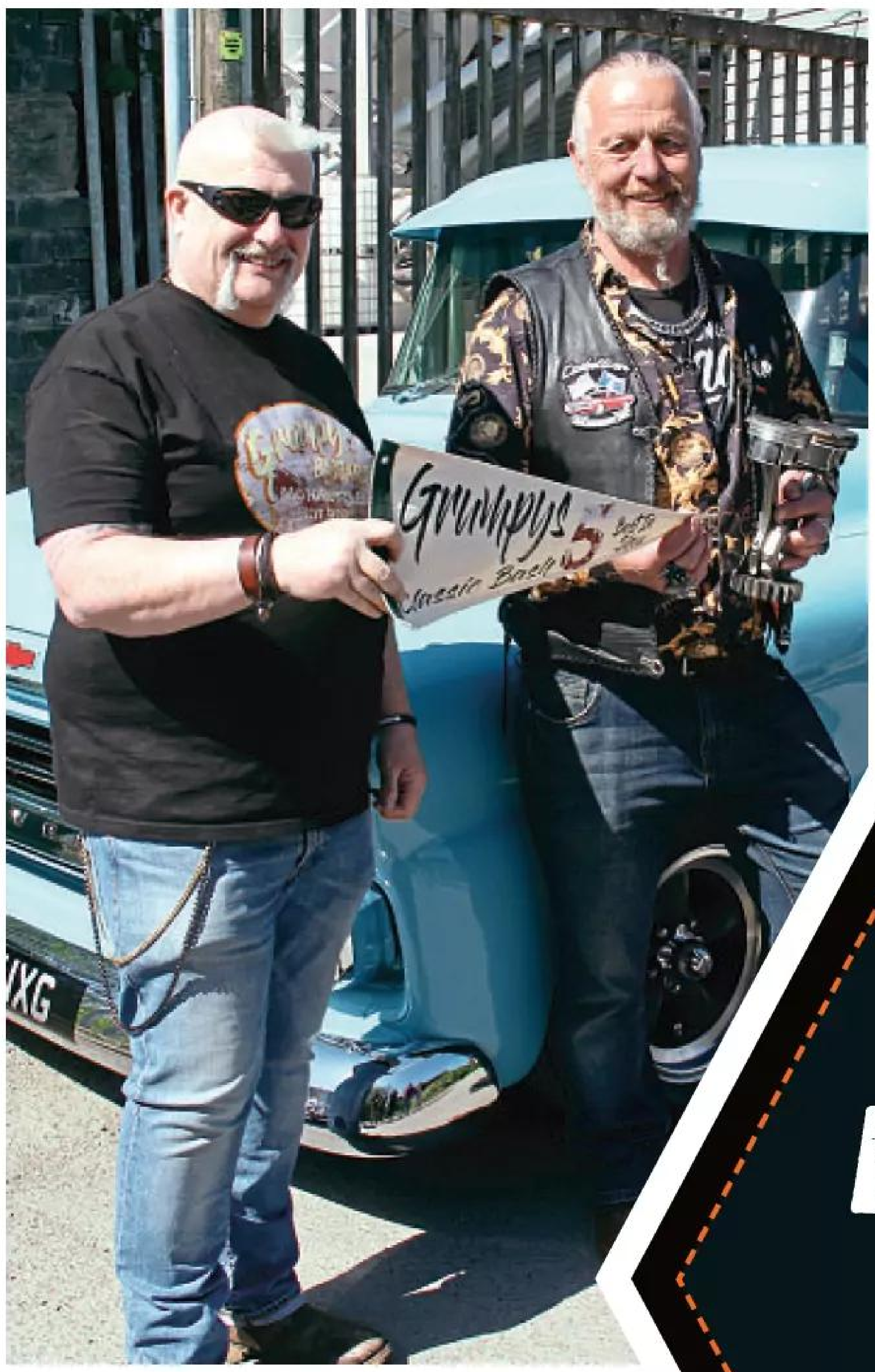
Sat morning dawned bright and, by the time I surfaced, not too cold. There was talk of it having been minus eight in the night but, by all accounts, not as bad as some of their legendary winter rallies of yore. They do two rallies a year, y'see; their winter Unfrozen Balls Up in March (it used to be much earlier in the year, but the weather got so cold and unpredictable they had to move it to a little later in the year), and the Summer Balls Up at the end of September – a summer rally in September and a winter rally in March? Well, they are Oddballs, aren't they?

Traditionally on the Saturday, a train of taxis takes folk into the nearby Wem for them to sample the local ambience and to spread a bit of the incoming wealth around, and folk were lining up by the gate as I was getting ready to leave – I had a camera full of pics, y'see, and an appointment with a man about a Kat so, in the best tradition of journalists everywhere, I made my excuses and left.

Great rally though, all – thanks for allowing me in!

NIK

Tickets for the Oddballs Summer Balls Up'll be available soon from their website at **www.oddballsmcc.co.uk** or through their Facebook page (can you guess what that's called?)



Event

GRUMPY'S CLASSIC & MOTORCYCLE BASH

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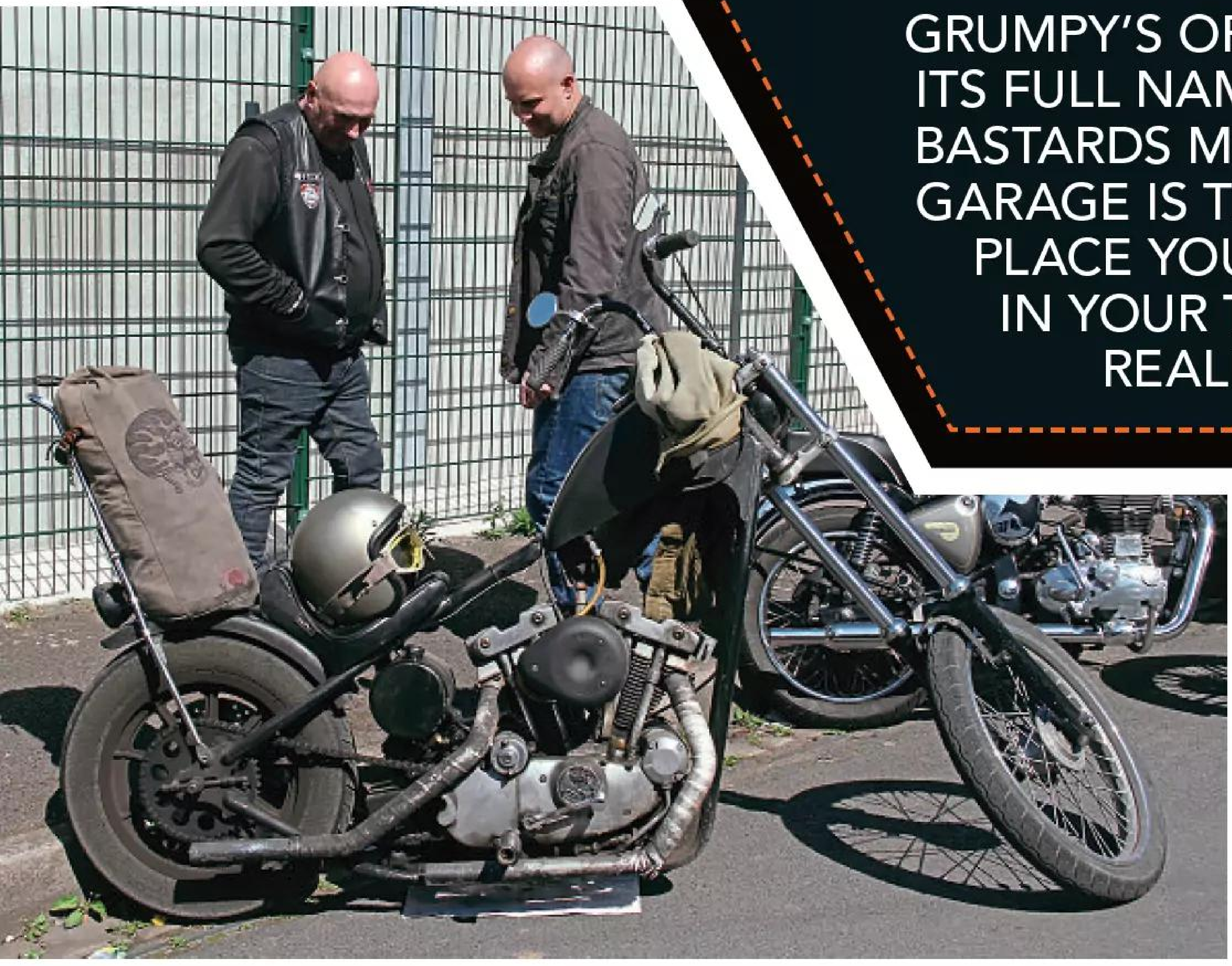
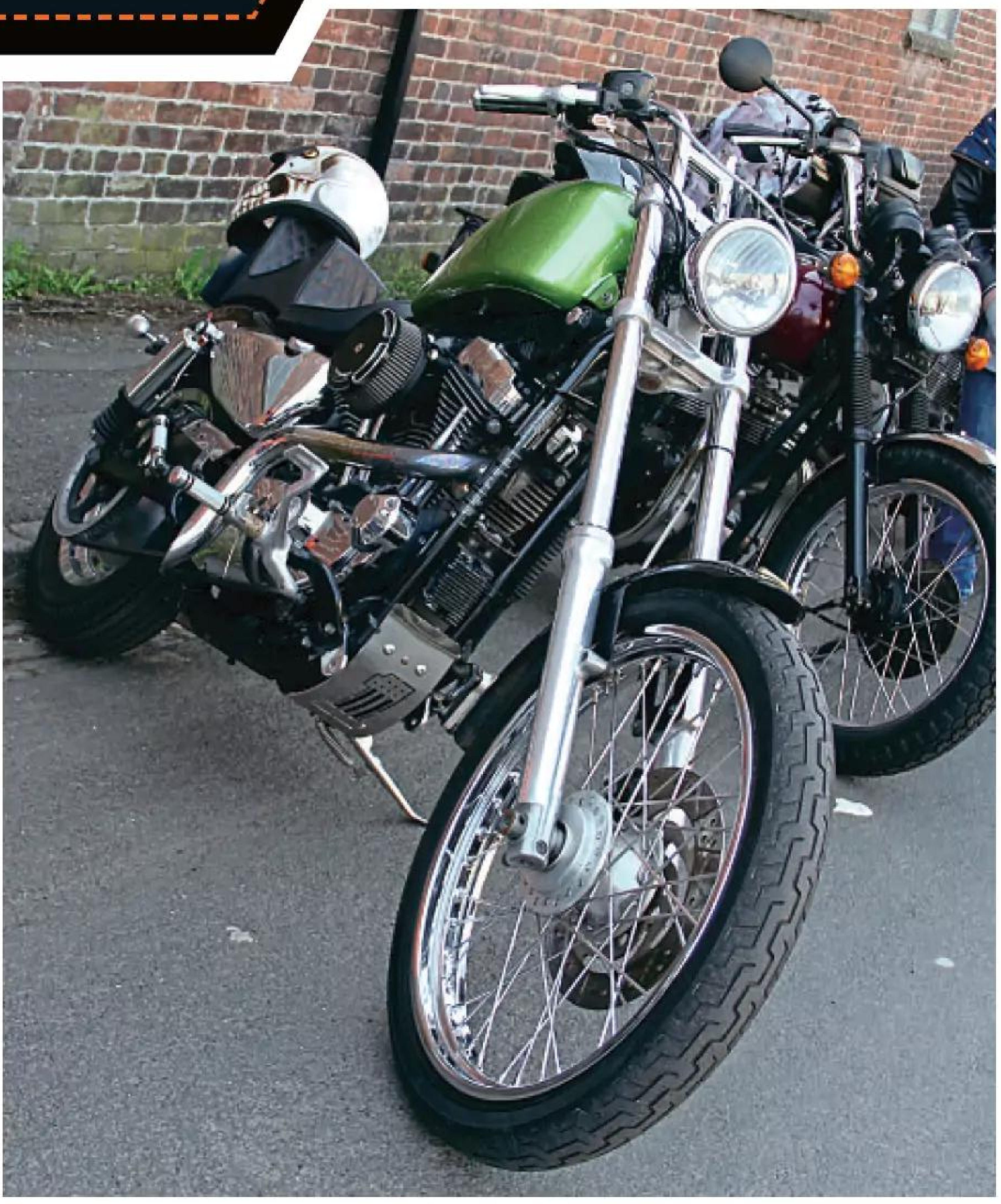
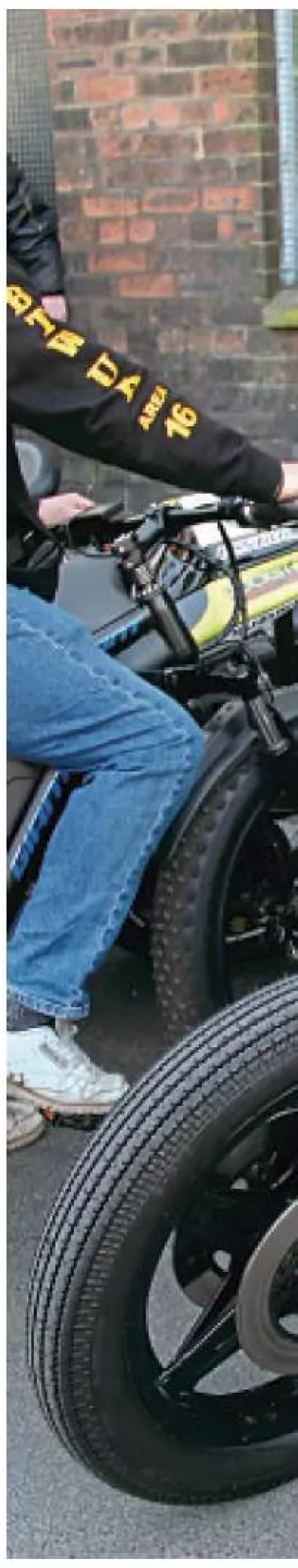






Tucked away in the industrial backstreets and canals of Longport, a suburb of Stoke-on-Trent, it's a combination biker/speak-easy/dive bar – an unbelievably cool place where you can grab a cup of coffee in their red 1948 telephone box; a rum from their Pirate Rum Bar; something from their selection of premium spirits, beers, lagers, zero alcohol, and soft drink choices; check out the memorabilia; and party the night away on the dance floor to some of the best undiscovered talent and alternative bands out there. It's open Friday and Saturday nights from 8pm to 1am, and holds hot rod and custom bike events throughout the year, and bike meets every Sunday evening in the summer months. They say you don't have to be a gearhead to get the most out of Grumpy's, but those with fuel running through their veins'll get a kick out of the original automobilia adorning the walls, the ceiling, and the, er, canoodling booths, while taking in the sights and smells – "Our stage at night is literally our workshop by day!" Yup, they also build n' work on bikes, and build chops there, too!

On Easter Sunday they held their Pre-'75 Classics & Motorcycle Bash which,

due to the great (very unusual!) weather this year, was absolutely packed with old cars, hot rods, and bikes. They'd arranged a local custom car club to do a drive-in, flagged by motorcycle outriders, and the local scooterists rode in en masse, too, plus, of course, us bikers. That meant that it was madly popular, and took up the entire of Canal Street, as well as the canal bank, and cars, normal cars, were being sent off to park in a nearby car park. The sun beat down, and the ice cream van did a roaring trade, as did the excellent caterers (proper food, no dog burgers), and as for the bar… well, I did manage to get a (no alcohol) beer once early on, but took one look a little later and decided to get an ice cream instead.

Even though it was mad busy, the atmosphere was as laid-back as a stoned jazz musician, and the growl of big V8s mingled with the thump-thump-thump of Harleys, the staccato bark of British and Italian twins, and the wail of Japs. Inside, the music was classic rock, but not obtrusively loud, and the whole feel of the place was "…why isn't there somewhere like this 'round where I live?"

NIK

More info' from **www.grumpys.uk**

LIKE THE '70S NE WENT AWAY

VER

I DON'T KNOW IF YOU KNOW BUT, PRIOR TO HIS CAREER AS A MOTORCYCLE BUILDER, ARLEN NESS WORKED AS A PIN SETTER AT THE LOCAL BOWLING ALLEY, AND COMPETED SEMI-PROFESSIONALLY IN BOWLING LEAGUES, SAVING AND LATER USING THE EARNINGS TO BUY HIS FIRST MOTORCYCLE – A '47 KNUCKLEHEAD THAT HE LATER CUSTOMISED.

Andy Griffiths has long been a fan of the late Mr Ness' handiwork – many (about 35) years ago, he decided he wanted a Ness-style prismic tank for his first chop project but, as you couldn't really buy one over 'ere on this side of The Pond*, had to make up a set of cardboard templates and then get it fabricated in stainless steel. It was on his first chopper (a rather cool Shovelhead back in the day) for about eight years before he took it off and hung it on the wall in his workshop, where it stayed for many years. One day, though, he always knew he'd use it again.

Then, about 12 years ago, he decided he wanted to build a new bike, and one around a set of girder forks made by the legendary US builder John Harman as he'd, somehow, found some that were 21-inches-over. He took them, along with a set of NOS (new old stock) Invader wheels that'd come all the way from Sweden, and a '77 Shovelhead motor that he'd had rebuilt by his friend, the late, lamented, Shaun 'Mr Clever' Lee (of the Kent-winning 'The Scrounger' supercharged BSA single fame), to Fenland Choppers out there in the east where the skies're big and the land low, and Joe there made him a suitably Seventies-looking gooseneck frame around them.

Once back at his place, he swiftly built the bike up to mock-up stage, but found something about the Harman forks didn't work quite as well as he'd hoped and, even after getting Briz at CCD to have a look at 'em, decided, in the end, to change 'em for a set of (about) 18-inch-over springers from Alex and Nat' at Dragon Soul Custom. That cured the problem, and he was able to pull the chop apart ready for polish an' paint.

I'm skipping ahead here a little, though, so let's have a swift butchers at the basics of the build before we get to the prettying part of the story. The frame is, as I said, a hybrid of Joe's and Briz's work (with 50 degrees of rake, no less), the wheels're oh-so-cool Invaders (drum brake 21-incher up front, and 16-inch discer at the rear), the forks from Dragon Soul, and the tank from way back when, but the rest, well… the almost tillerish, very Ness digger, 'bars, and various other small but essential parts, were done by the esteemed Mr. Paul Sadler of Demeanour Customs and, as previously stated, the '77 74-cube motor was rebuilt by the late Shaun Lee with a new rod set and barrels, and wears a Screamin' Eagle carb n' trad' round air-cleaner, and a set of Paughco shotgun 'pipes, and hidden away under the primary cover is a belt-drive conversion that makes engine/gearbox tensioning a thing of the past.

Moving backwards, there's a very clever homemade air-bag seat that uses the frame as an air tank – it doesn't, of course, compensate for the hardtail, or the deplorable state of our nation's roads, but it does make Mr. Griffiths' life a little less unpleasant on the spine/arse-bones. The rear muddie's a modified five-inch flat 'un with suitably swooping supporting struts (the left one almost invisible behind the side-mount 'plate), while the oil tank, with traditional internal battery tray, is a modified stock H-D item, and the… er, well, that's about it really – choppers should be simple n' straightforward, shouldn't they? The clue is, as they say, in the name.

SPEC:
1977 H-D Shovelhead 74 cubic-inch (1200cc) engine (Screamin' Eagle carb & air-cleaner, belt primary drive conversion, Paughco shotgun exhausts, Drag Specialities oil lines), one-off hardtail frame (modified), H-D FXR forwards (modified), Invader wheels (21-inch drum brake front, 16-inch disc rear), 18-inch over Dragon Soul springers, one-off 'bars, aftermarket controls/switches/speedo/grips, one-off prismic fuel tank, homemade air-bag seat, aftermarket rear mudguard (modified), H-D oil tank/battery tray, H-D rear caliper, homemade minimal loom, Bates-style mini Bates headlight, Knight Light rear light

FINISH:
Purple & graphics by Bean's Paint n' Parts (**07985 419250** or **beanspaintnparts@gmail.com**), polishing/plating by Doug Heath Polishing & Plating (**01462 896680**)

ENGINEERING:
Bike built by owner, engine rebuilt by the late Shaun 'Mr. Clever' Lee RIP, forks by Dragon Soul Customs (**07807 567397** or Facebook), handlebars & parts by Demeanour Customs (**01953 681308** or **www.demeanourcustoms.com**), frame by Fenland Choppers/Custom Cycle Developments (**07526 094198** or **www.ccd-briz.com**)

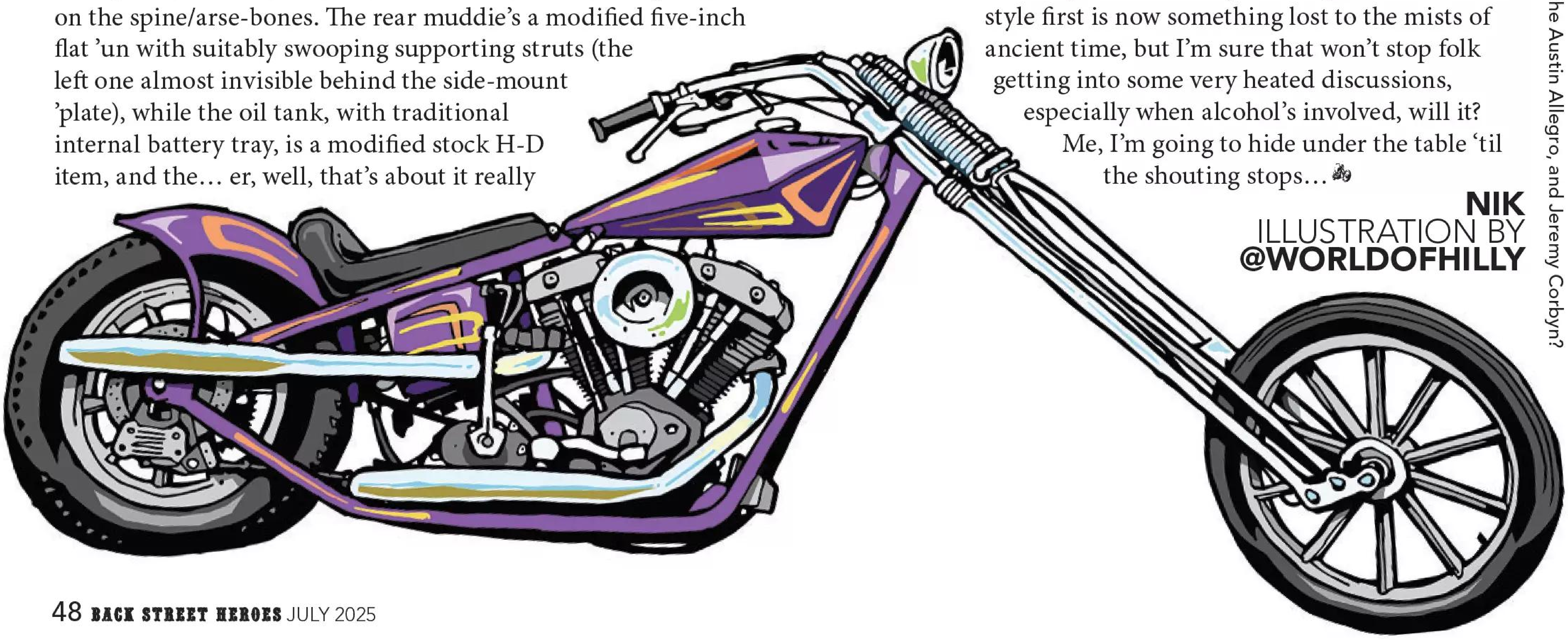
THANKS TO:
"Dragon Soul Customs; Paul at Demeanour Customs; Fenland Choppers; Bean's Paint n' Parts (**07985 419250** or **beanspaintnparts@gmail.com**); Briz at CCD; & Doug Heath…"

That then, I s'pose, brings us back to the paint n' polish side of things, doesn't it? We'll talk about the shiny bits first, then the purpley bits – the plating and polishing of all things eyeball-searing on a sunny day were done by another legend of the custom bike game, Mr. Doug Heath (who himself rides the most wonderfully scruffy Captain America Panhead), and really zings when the sun hits it, and the very, very, suitably '70s poiple… sorry, sorry, channelling my inner Brooklyn there, purple paint, with very traditional graphics in outlined yellow, orange n' red, was by the chopper-painting maestro who is Bean of Bean's Paint & Parts, and looks so, so right it'd almost be criminal to imagine it in any other hue. Both the plating and the paint suit the bike so perfectly; they capture the era, the look, Andy was trying to get so well – just enough shine to be right without being showy, and just the right colour for the age.

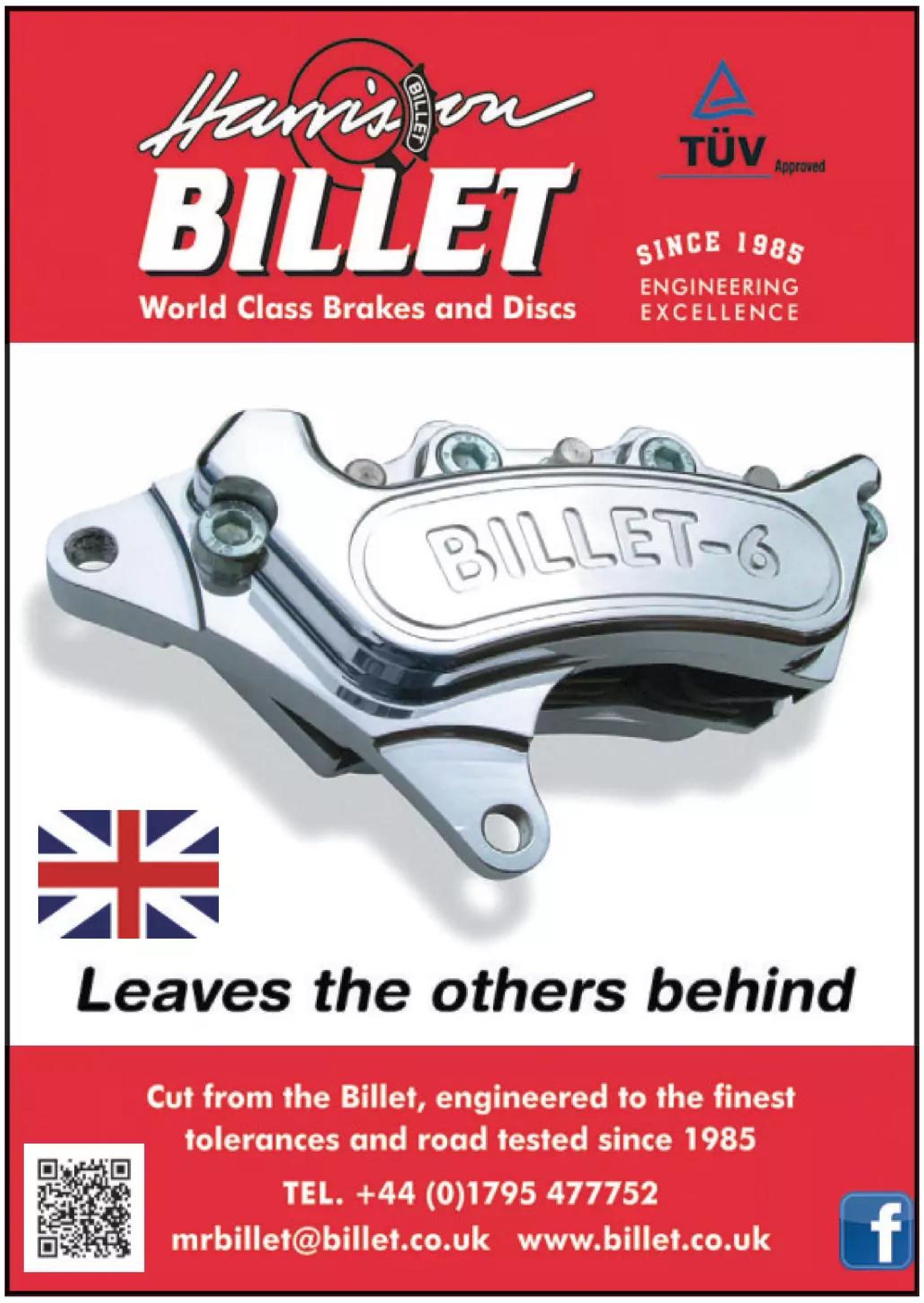
As you can probably guess, the motor runs really well (as you'd expect from a motor built by Mr. Clever), and the whole bike, he says, rides well, especially considering its length – "She's a keeper," says Andy, and I can see why, can't you?

As a final aside, while Arlen Ness is often credited as the originator of the digger style of custom bike, there's an argument that it was actually John Harman who came up with it, building, basically, chopperised drag bikes under the name Grand Prix Racing. Who actually came up with the name/style first is now something lost to the mists of ancient time, but I'm sure that won't stop folk getting into some very heated discussions, especially when alcohol's involved, will it? Me, I'm going to hide under the table 'til the shouting stops…

NIK
ILLUSTRATION BY
@WORLDOFHILLY



*Do people still use this term in reference to the Atlantic Ocean or has it gone the way of Spangles, the Austin Allegro, and Jeremy Corbyn?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BACK STREET HEROES

Eee, hasn't the world changed, eh? When I first started drinking (semi) legally, a beer (Younger's Tartan bitter if you remember it) cost 79p in the local biker pub, and *BSH* was, I think, 95p. These days both a beer (well, round my way anyway) and a *BSH* cost a fiver each, but what would you say if we could do you a special deal, and do you a BSH at just £4.08 instead of £5.40? That's a saving of (works out on fingers) 24% – nothing to be sniffed at!

NIK SAMSON,
EDITOR

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HOW TO

AIRBRUSH

OKAY, SO THAT'S A SLIGHTLY MISLEADING TITLE COS THIS ISN'T, STRICTLY SPEAKING, A BEGINNERS' GUIDE TO AIRBRUSHING BECAUSE, WELL, WHOLE BOOKS'VE BEEN WRITTEN ON THAT, HAVEN'T THEY, AND WE ONLY HAVE FIVE PAGES AVAILABLE SO…

PART ONE

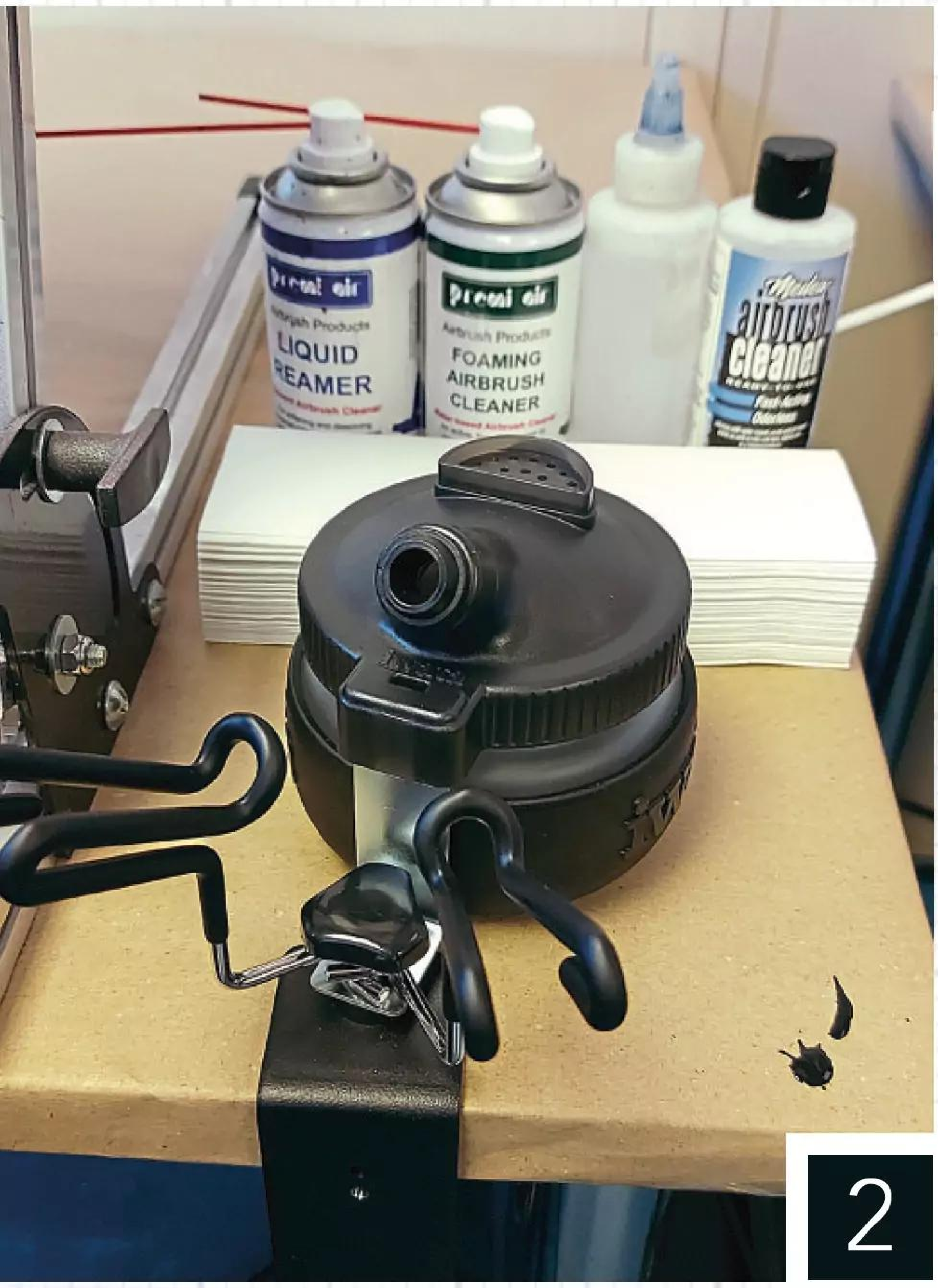
1

Slightly nervous amateur airbrusher ready to go

No, what this is, is an introduction to BSH's old mates The Airbrush Company's excellent airbrushing courses down at their premises in Lancing in West Sussex, and it's in response to the number of people over the years who've said (something along the lines of): "I'd love to have a go at airbrushing, but I haven't a clue how to even start." I can see their point – buying an airbrush and compressor (no, the one you blow your tyres up with won't do) isn't cheap (well, you can get cheap ones obviously, but as you know, cheap isn't necessarily good) and, if it turns out that you don't get on with it, that's money that many of us can ill afford to've thrown away. Plus, on top of that, there's a bewildering selection of airbrushes n' compressors n' stuff out there, so good advice from people who know what they're talking about's always good, isn't it?

The Airbrush Co offer a range of courses from how to airbrush stuff I didn't even know you could airbrush (cake? Really?) to models (for Airfix kits and Warhammer weirdos) to the custom painting of bikes, cars, and helmets, and I booked the good lady, who has an artistic bent, in for one of their one-day Airbrushing for Beginners courses (which're usually followed by a further two-day Custom Painting course, but she couldn't get the time off work) taught by legendary airbrush supremo Piers Dowell (those who used to read Streetfighters in the '90s'll be very familiar with the name). It's a very in-depth course, with all the equipment needed provided, and takes up the full day with two projects, one in the morning and one in the afternoon, undertaken. This issue we're going to look at the first of these: the painting of a Union Jack.

For this, Piers supplies a number of pre-cut masks, as they're called, cut on his own special jig, but the Airbrush Co can supply you with similar stencils, and it's while using these that you very swiftly learn that the majority of the time you'll spend doing a design isn't in the actual painting (unless you're good enough to do it all free-hand), but in the masking, but more on that as we go along.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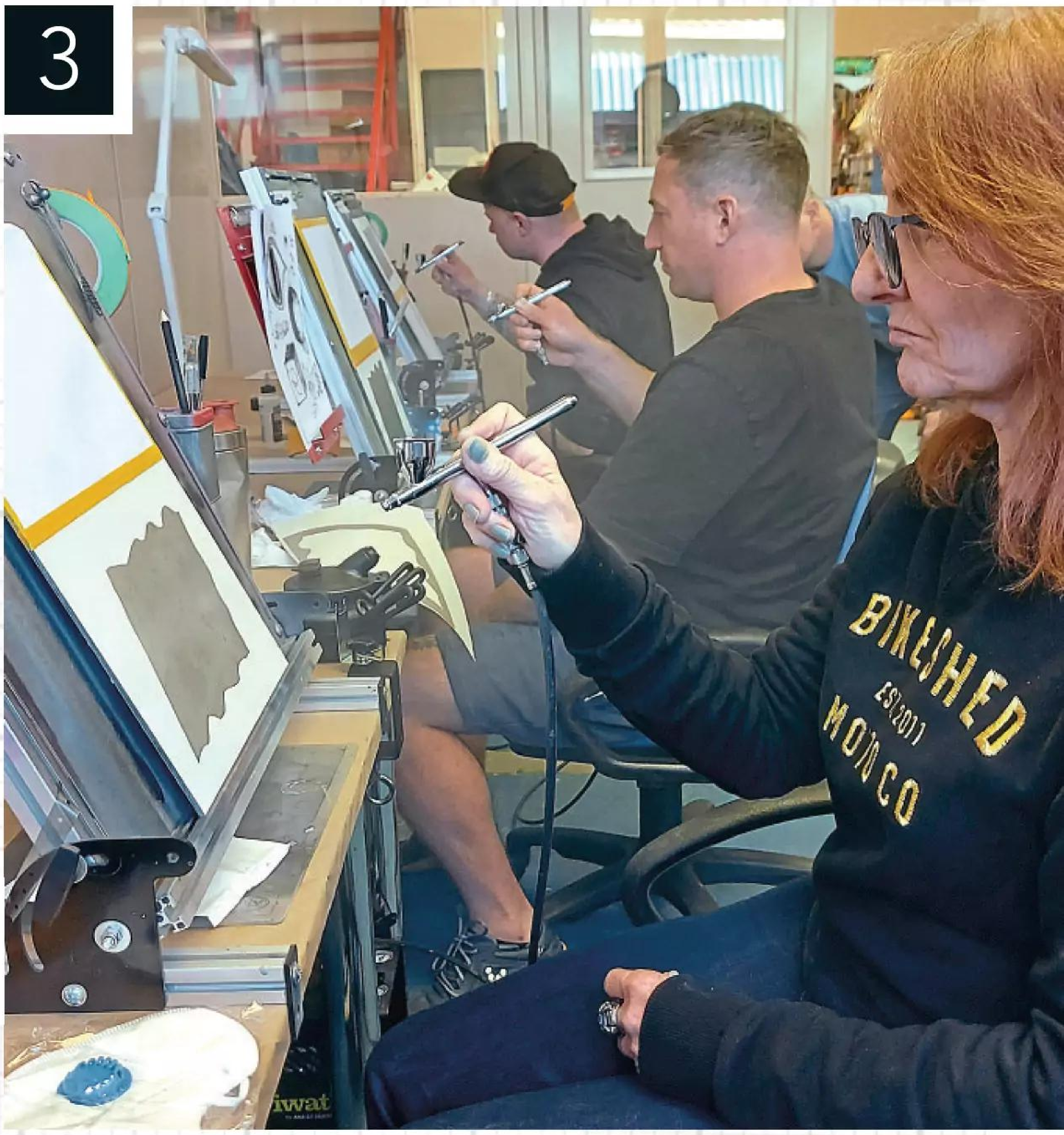
LIQUID REAMER
Premi air
FOAMING AIRBRUSH CLEANER
airbrush cleaner

2

Airbrush paint pot and stand – you empty your brush (steady!) into this when you want to change from one colour to another

Working out how close or far away the 'brush needs to be from the surface. This's using the first mask to get the outer edge shape of the flag

3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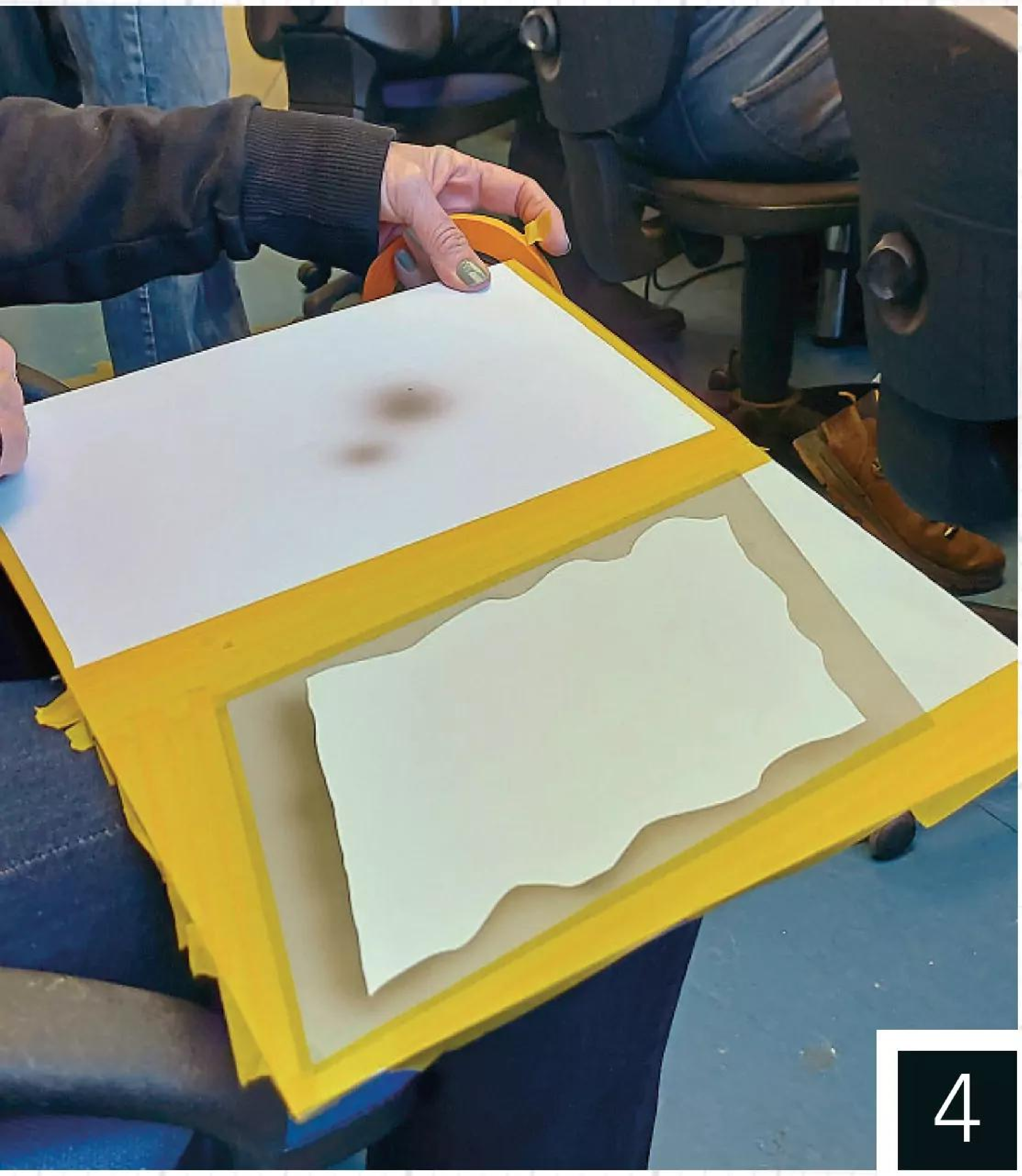

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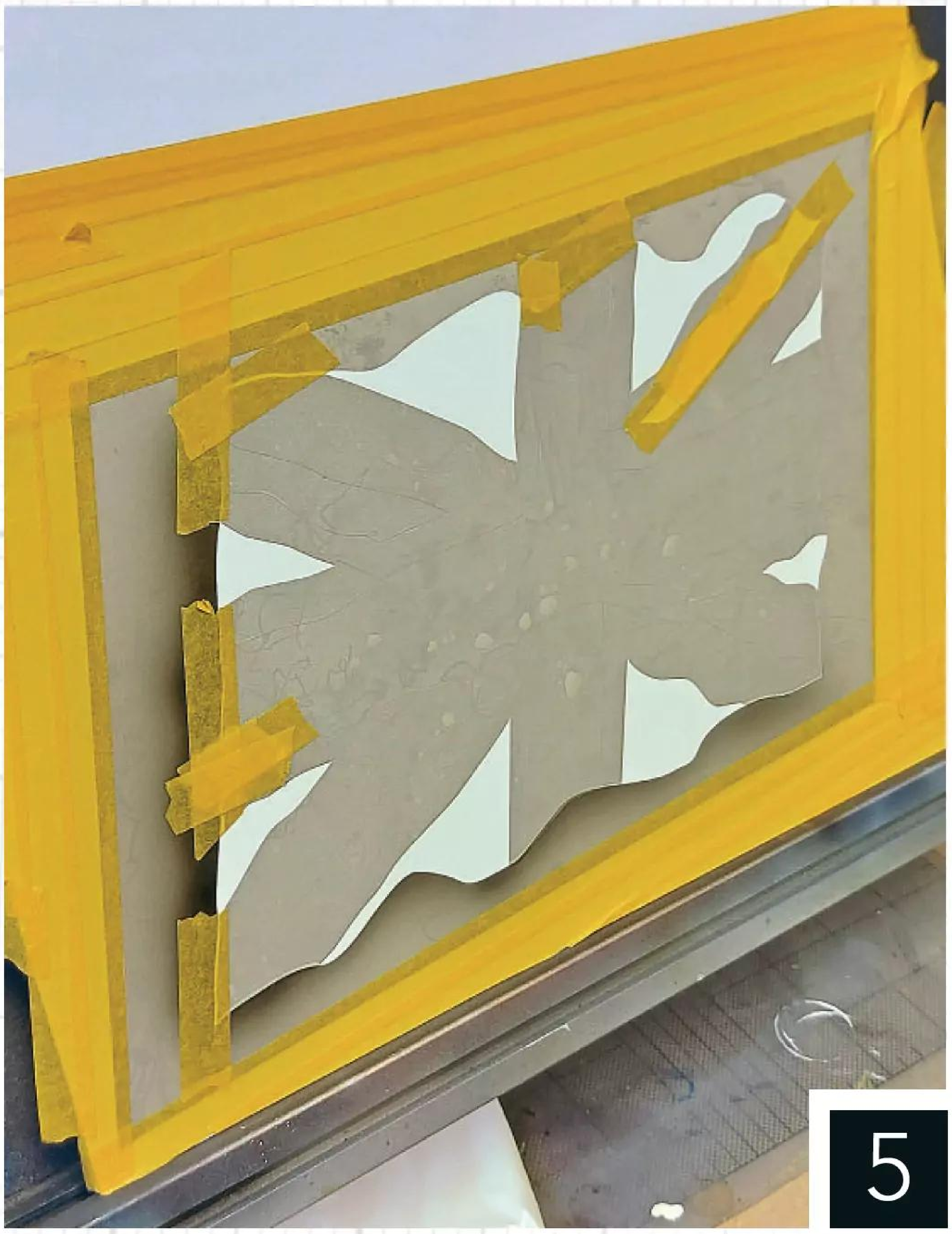
The first paint goes on! A light black around the left, bottom and top edges to give some depth, and then the first mask's peeled off ready for the second more detailed one to go on...



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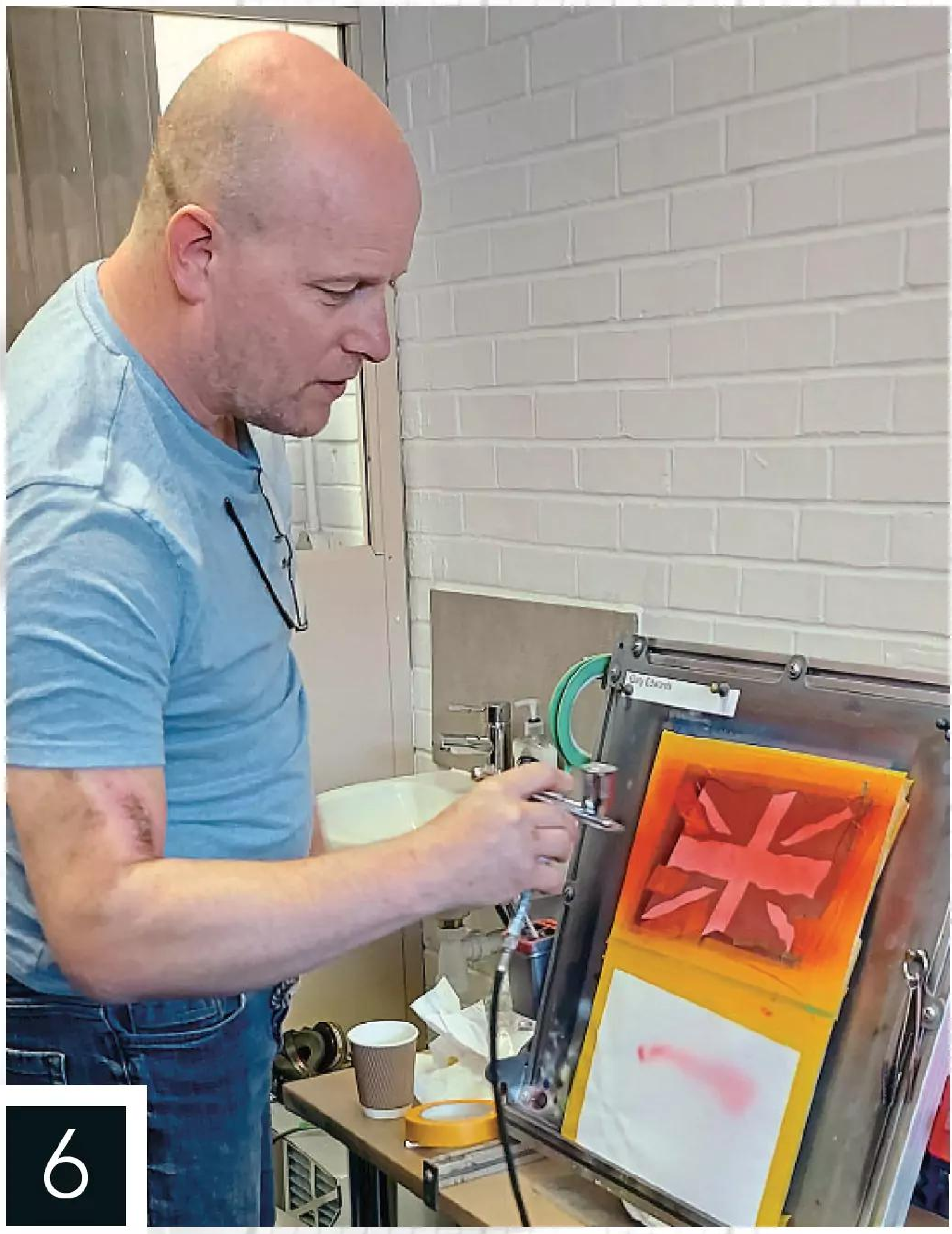
...et voilà! Note the extra bits o' masking tape where she went slightly wrong – you can fix any errors as you go along



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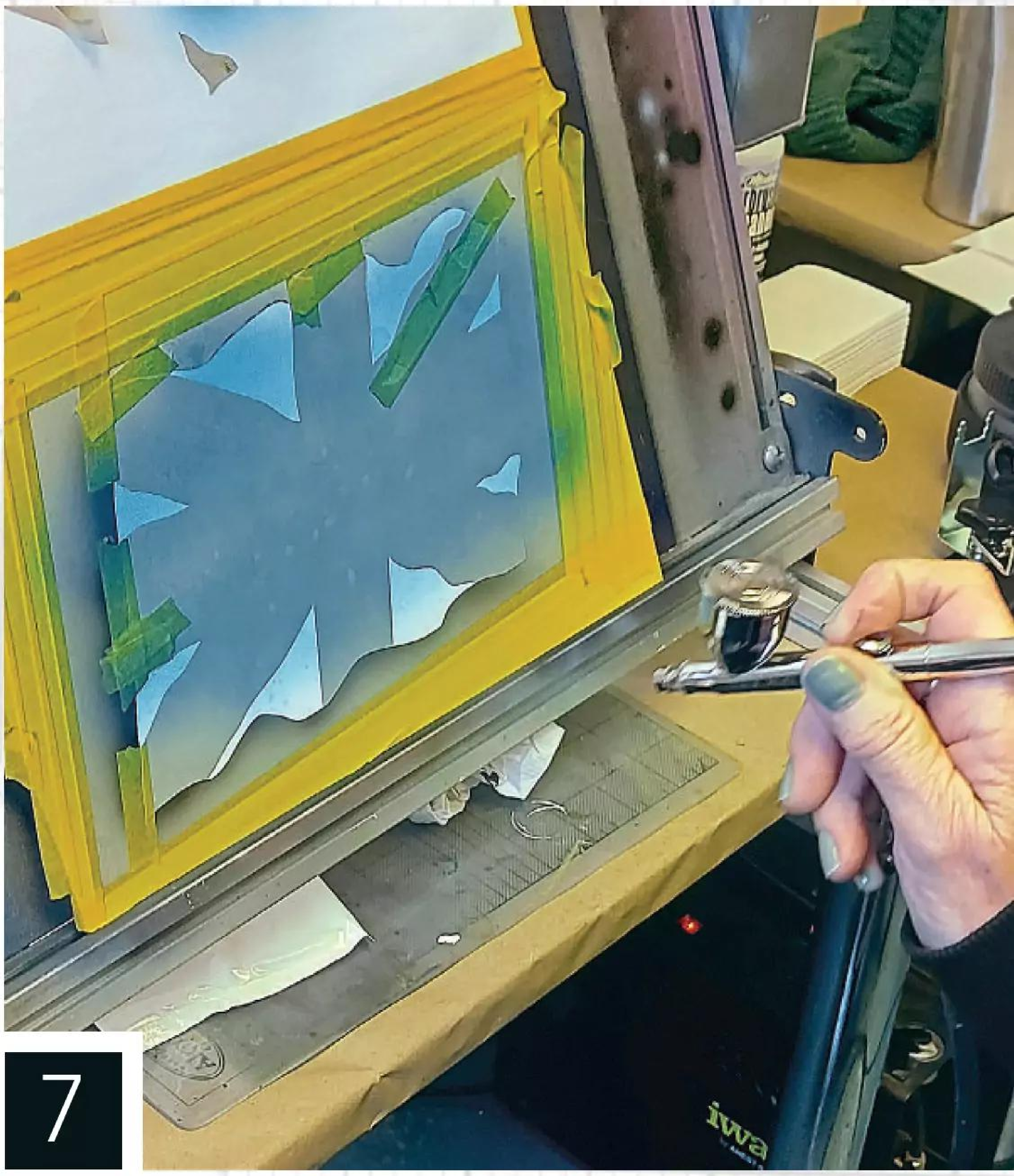
Piers starts the painting by using red as his first colour…

…so Pam's awkward and uses blue as her's – it doesn't actually matter which colour you start with, it's just a case of sorting out your masking



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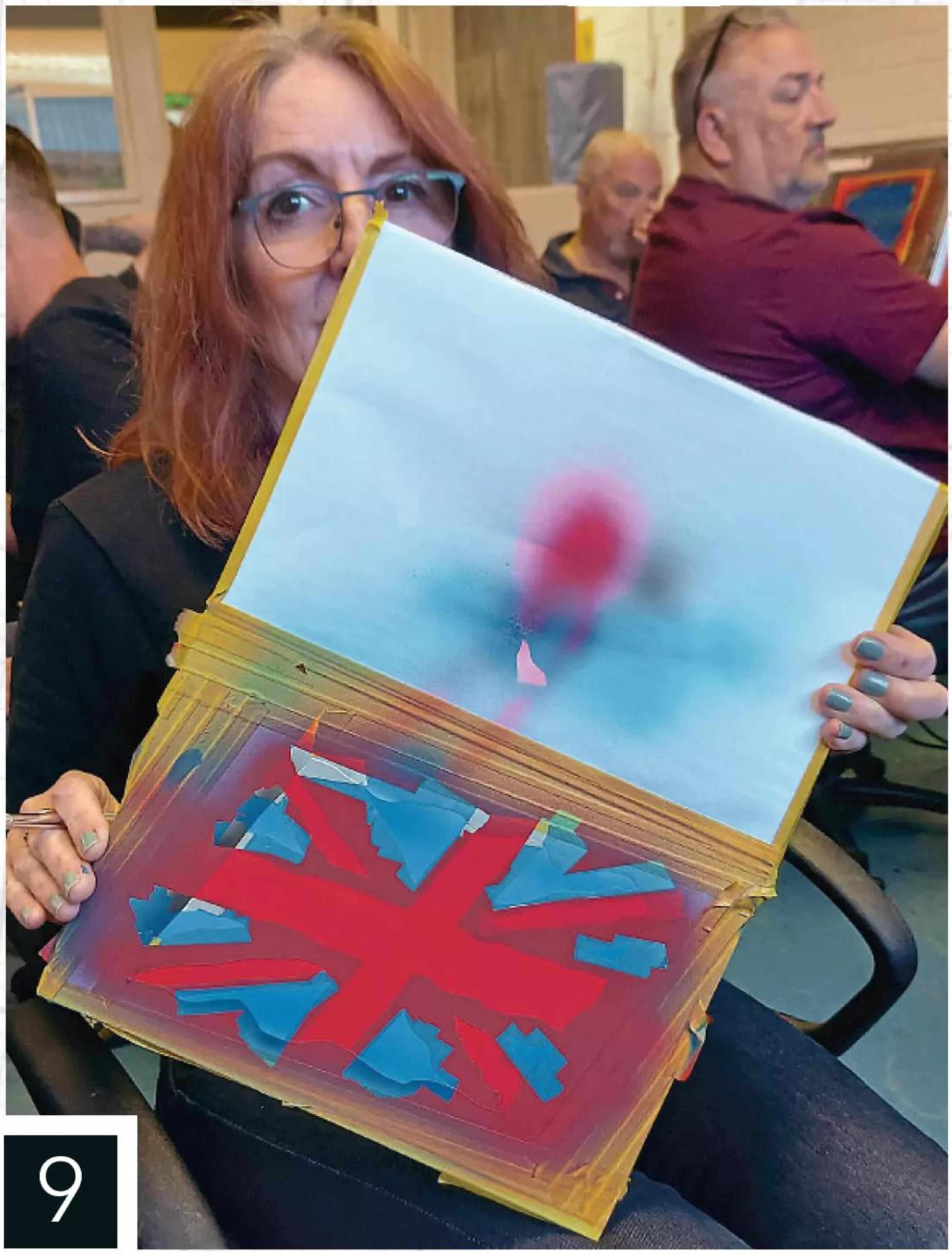

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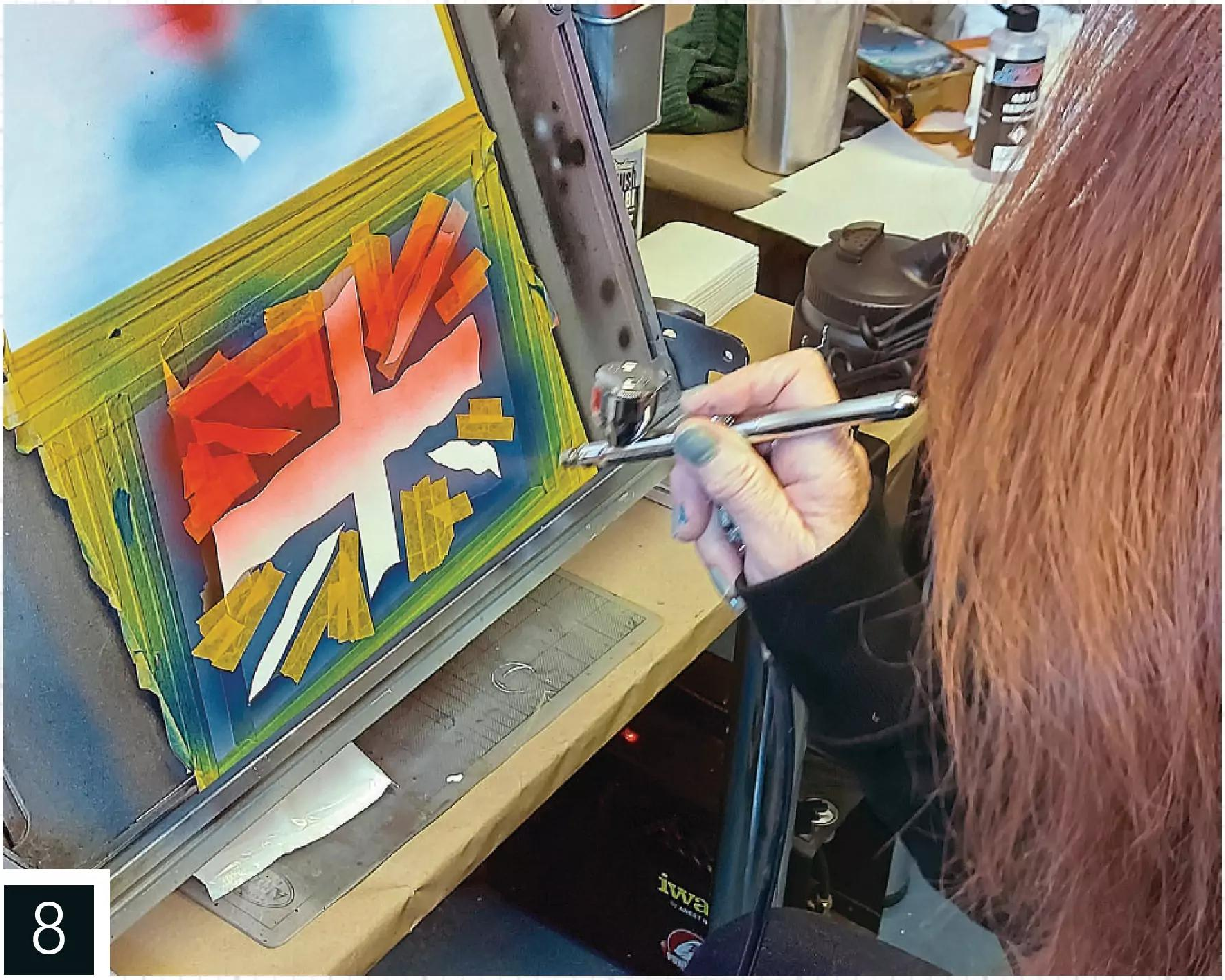
The blue unmasked, leaving the red visible, but the white still covered by the original mask…

10



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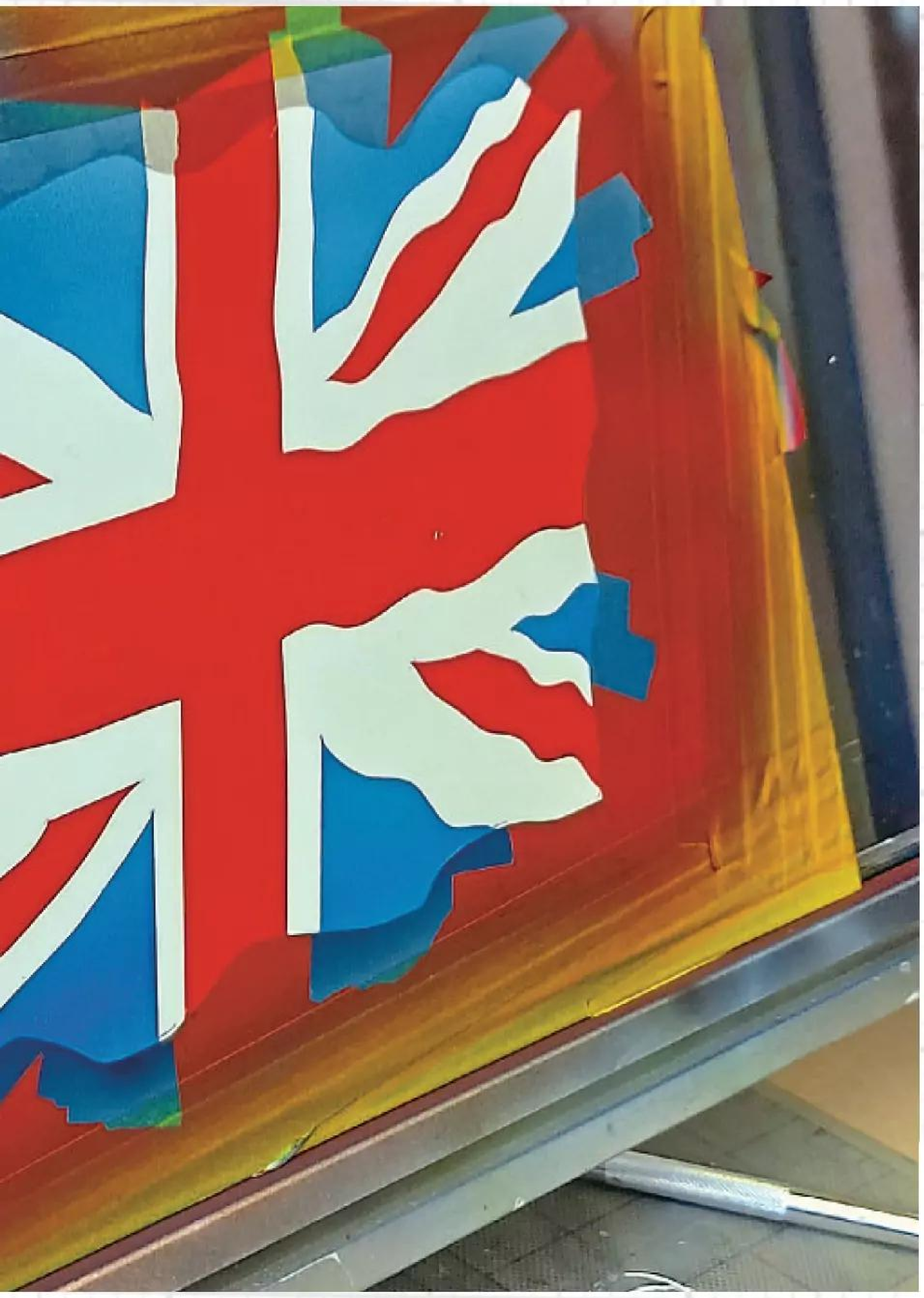
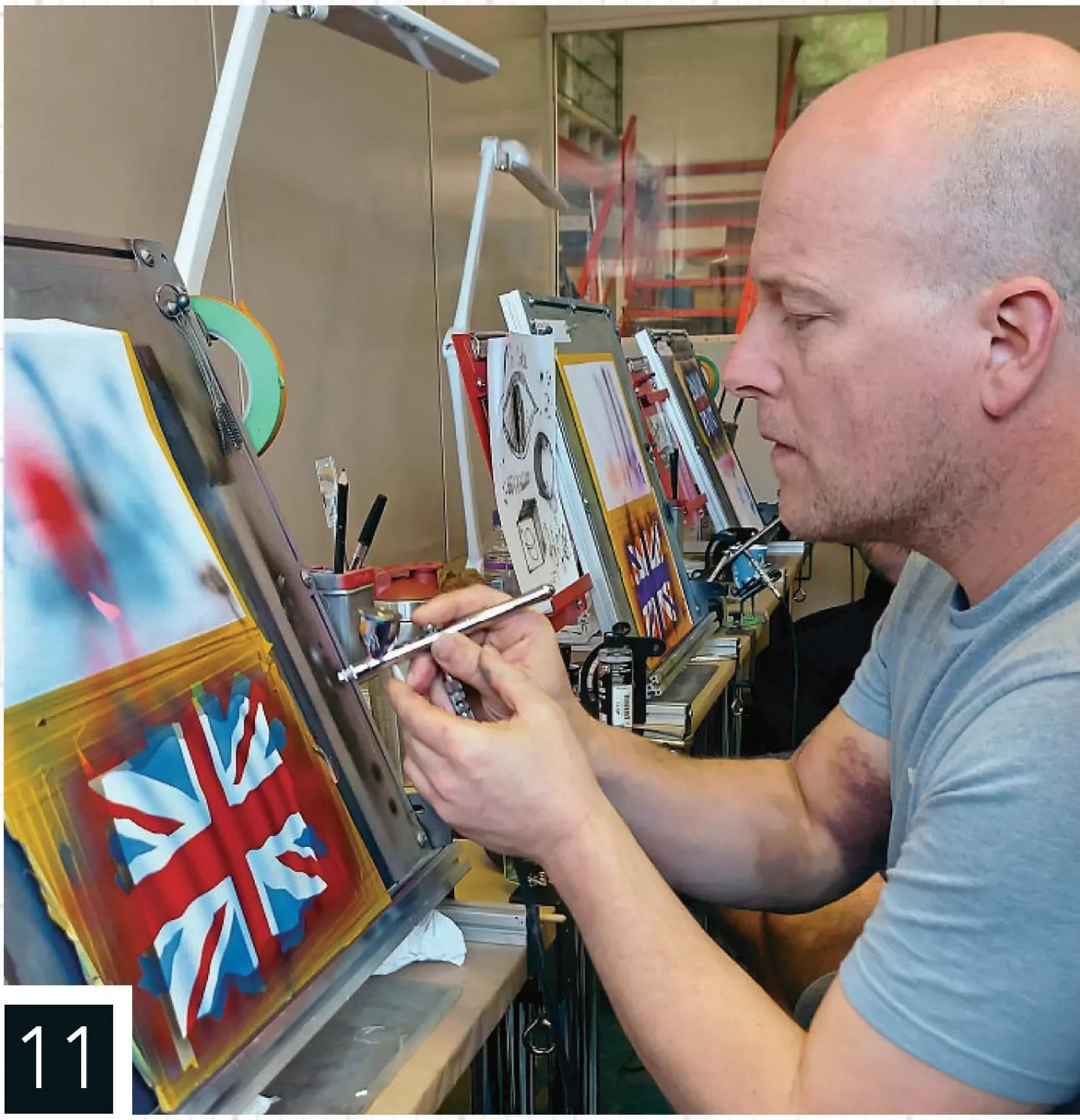
With the blue on and masked, she paints red over it (the grey is the mask, the yellow the masking tape to cover the previous colour)



...and then the last bits of the mask removed to reveal the Union Jack! All done then? Not quite...



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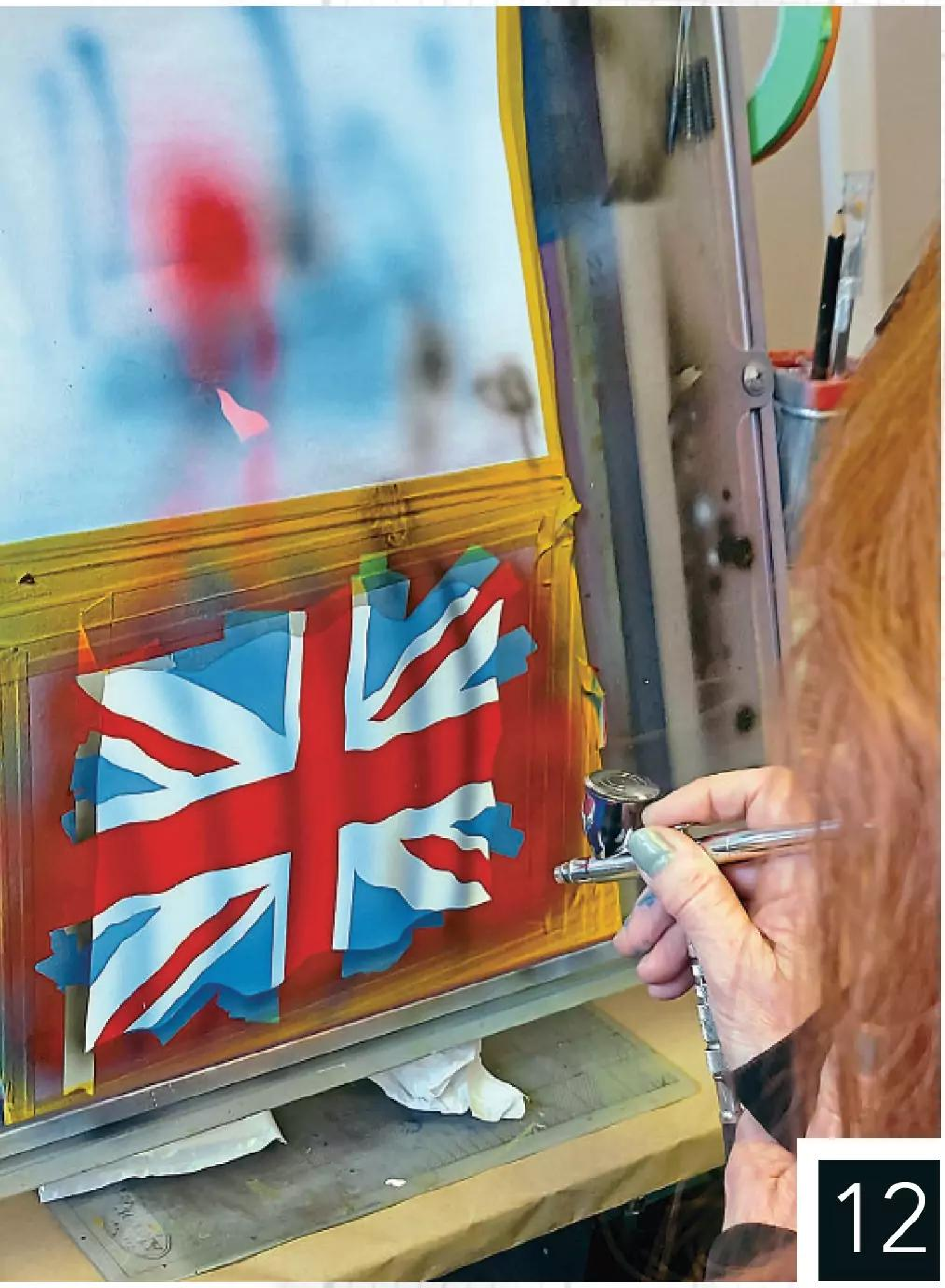
Piers showing how to create a rippling effect, by painting on thin, curved, black (or blue) lines...



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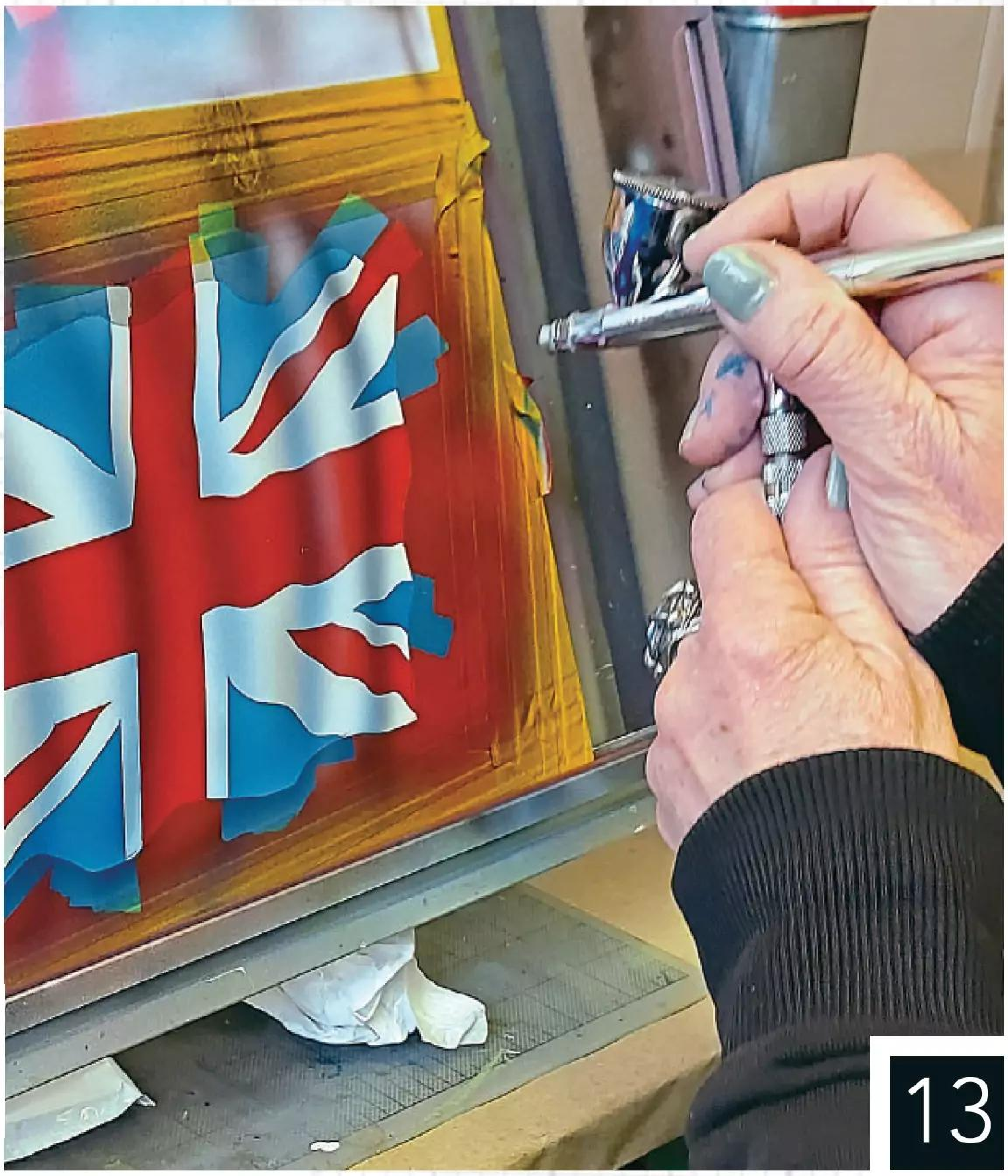
...then Pam has a go

You can see the 3Dness of it starting to come through, can't you?



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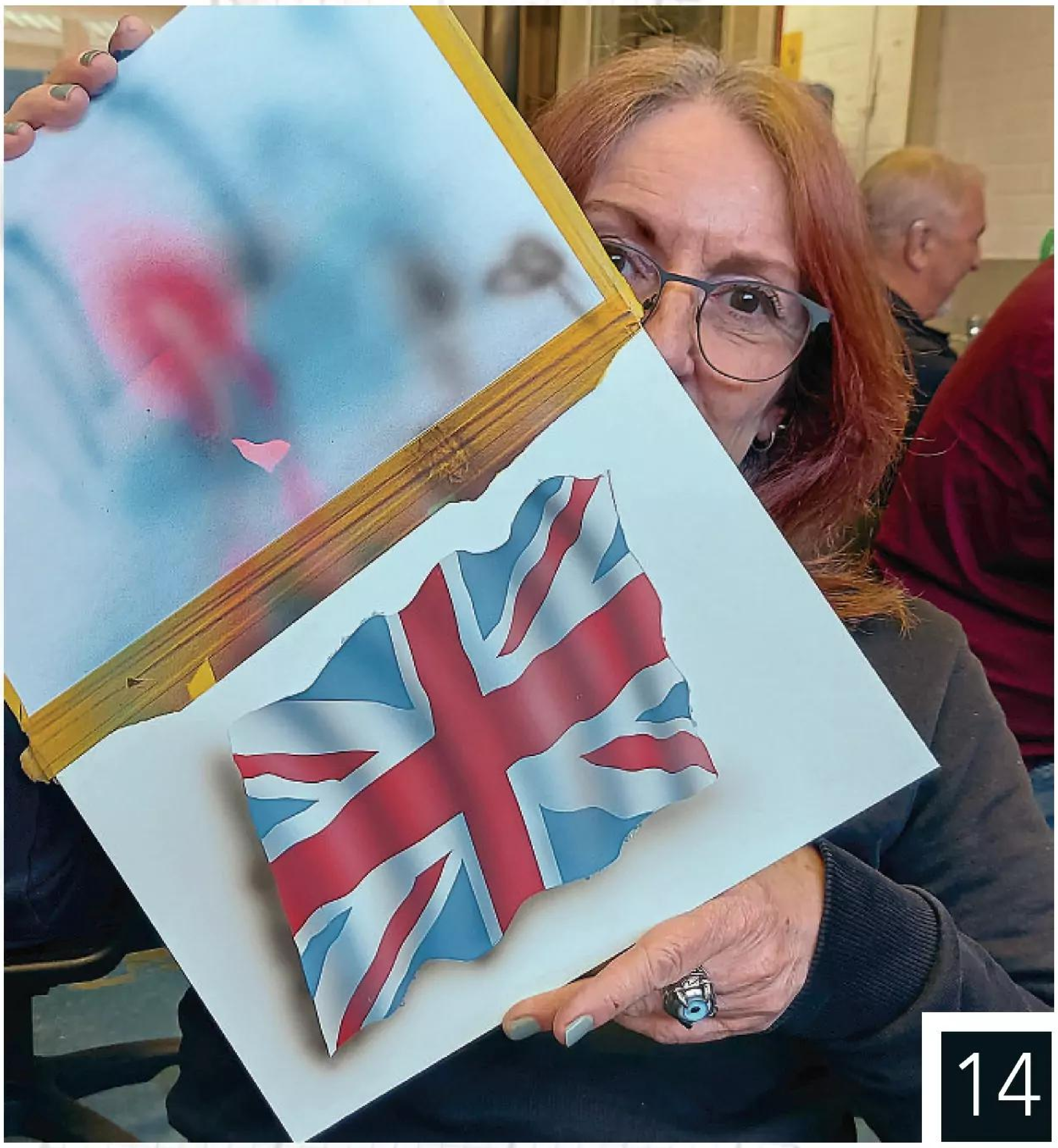

14

A very happy amateur airbrusher with her finished piece

The thing about this, and all airbrush work really, is that, illogically it seems to me anyway, you do it all the wrong way round. You start at the bottom, sort o' thing, and work upwards and, once you've got your head around this fact and, as I said, got to grips with the masking, it all makes sense, and you can soon see why professional airbrushers charge what they do – it isn't just being good at art, it's the time and thought that goes into everything, and knowing the tricks of the art (like how to make the flag look like it's rippling in the wind), that make all the difference. Piers, it has to be said, is an excellent teacher, as is Ross who runs their one-on-one Back to Basics courses (see the website for details); patient, knowledgeable (very!), and on hand all the time to sort out queries, help sort out mistakes, and offer advice on how to do things you perhaps hadn't thought off – Pam was very happy with what she'd done, having not even picked up an airbrush until just a few hours before.

NIK

The next airbrush course with Piers'll be the Helmet Painting Training Course on 7-9 October, but the one-to-one, 90-minute block, beginners' courses with Ross can be booked Tuesday to Thursday throughout the year – ring The Airbrush Company on 011903 767 800 or go to their website at www.airbrushes.com

NEXT ISSUE:
HOW TO DO FLAMES!

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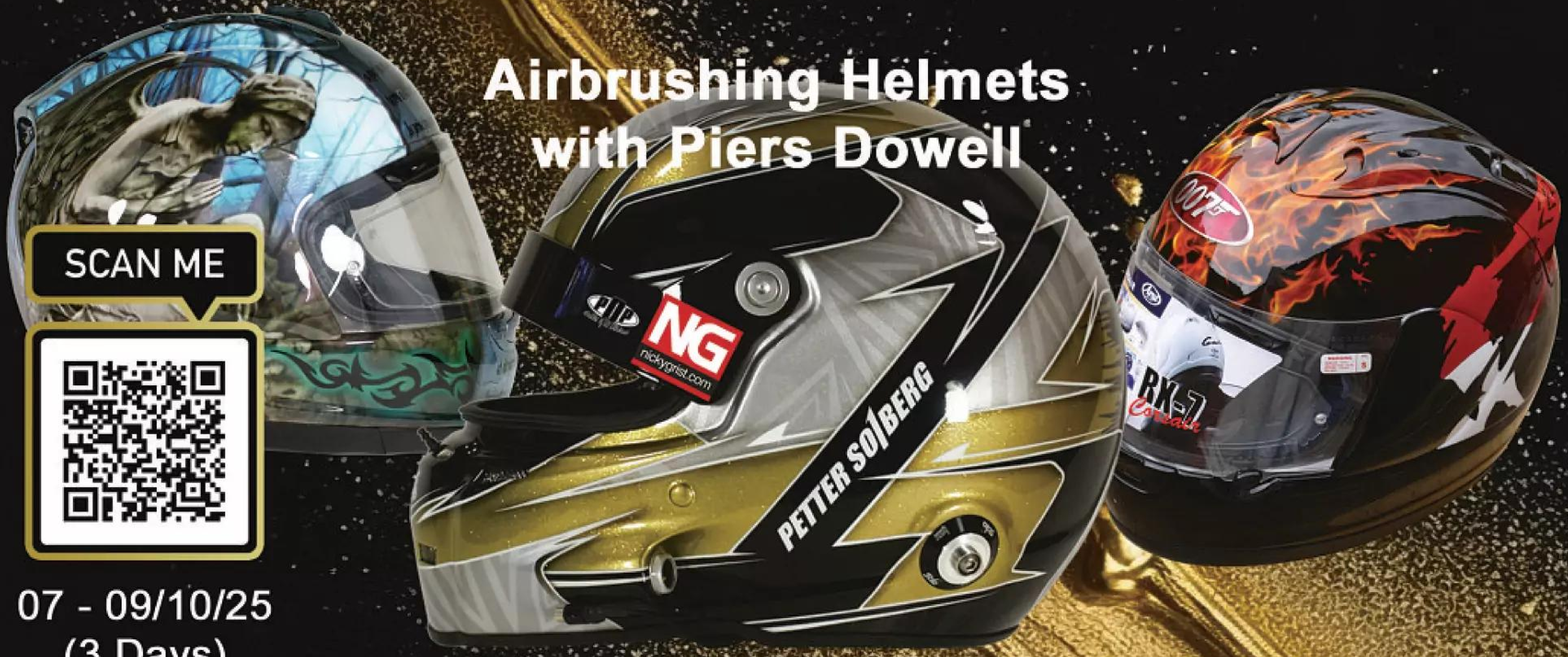
Airbrushing Helmets with Piers Dowell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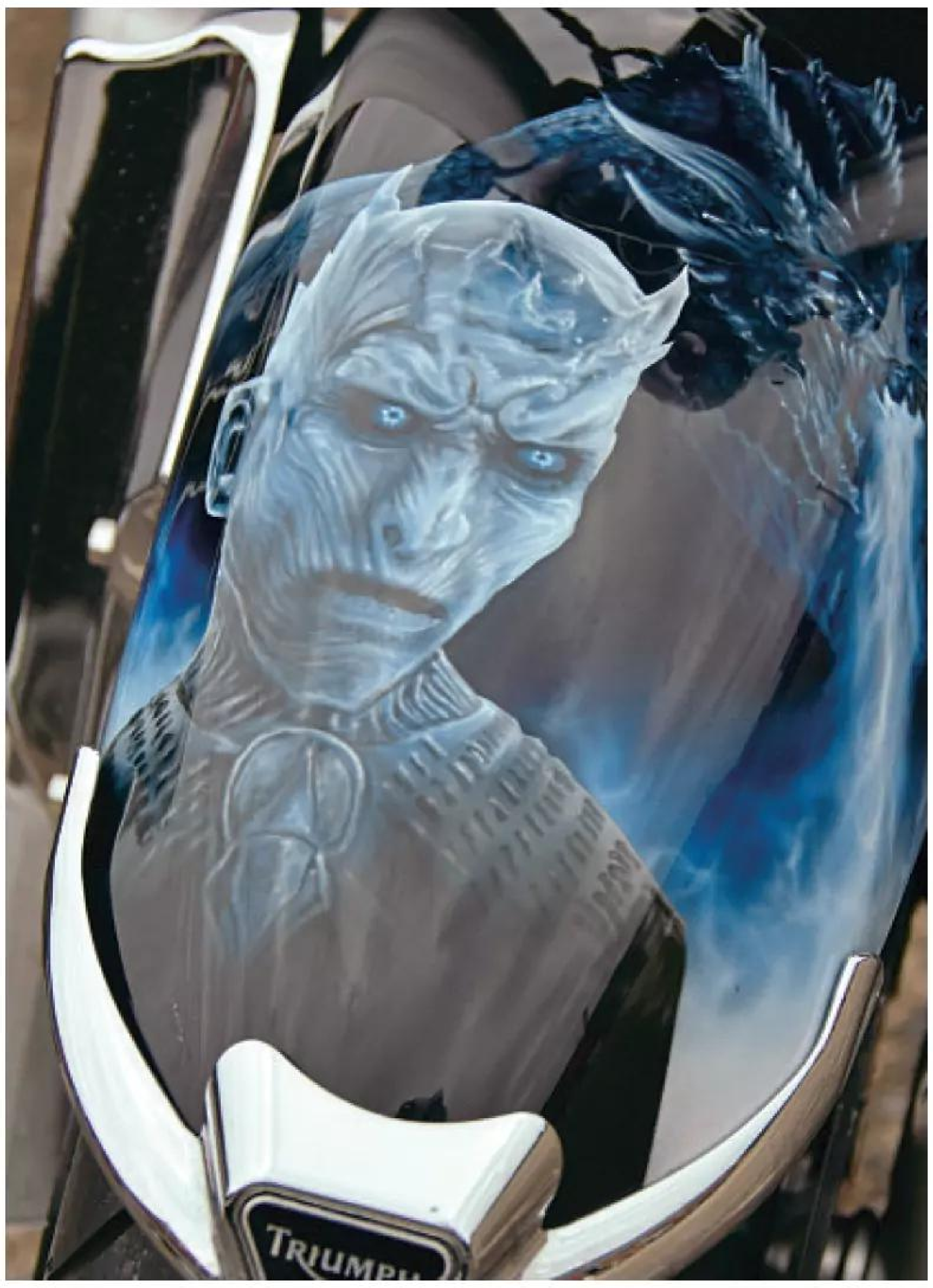

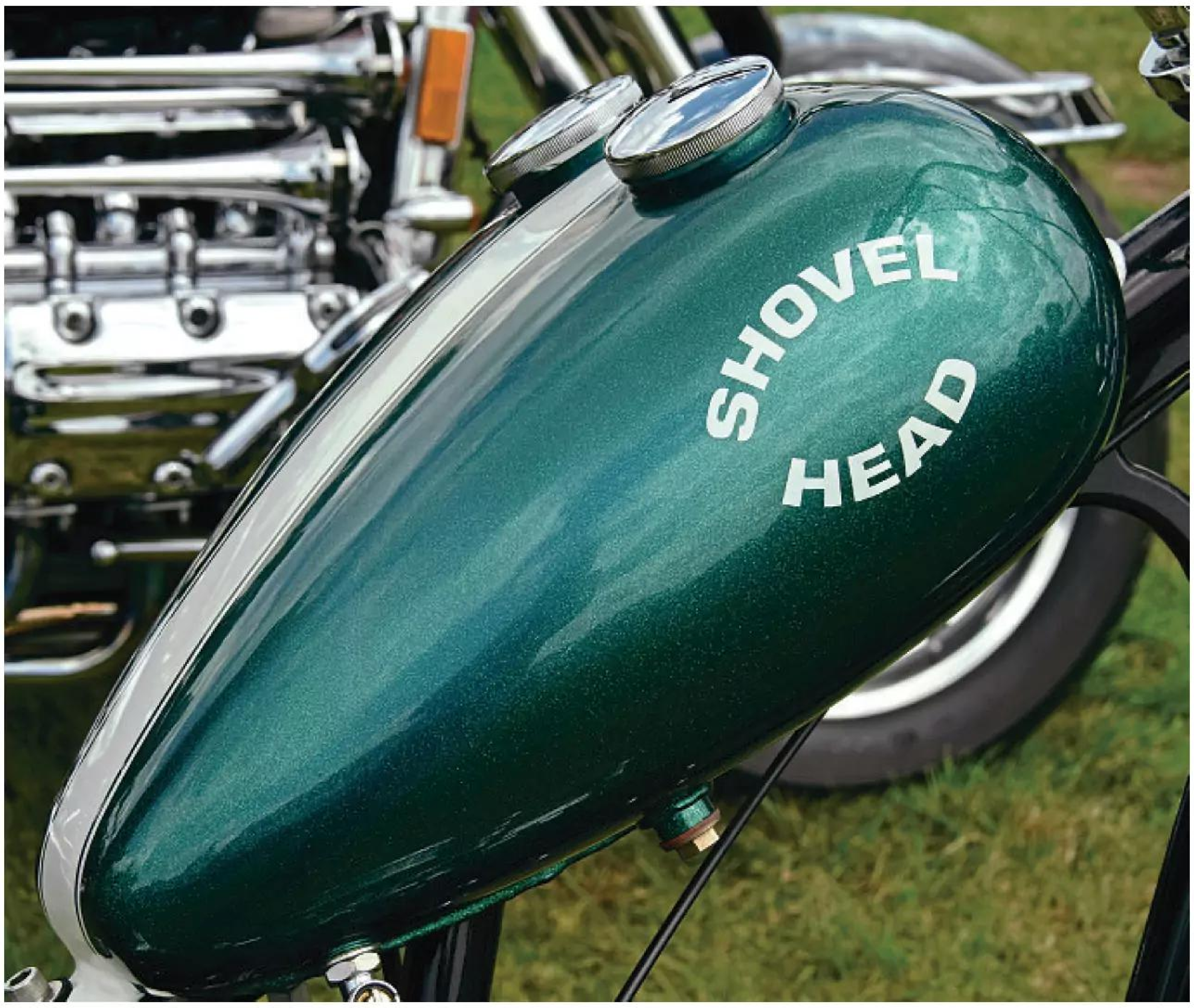
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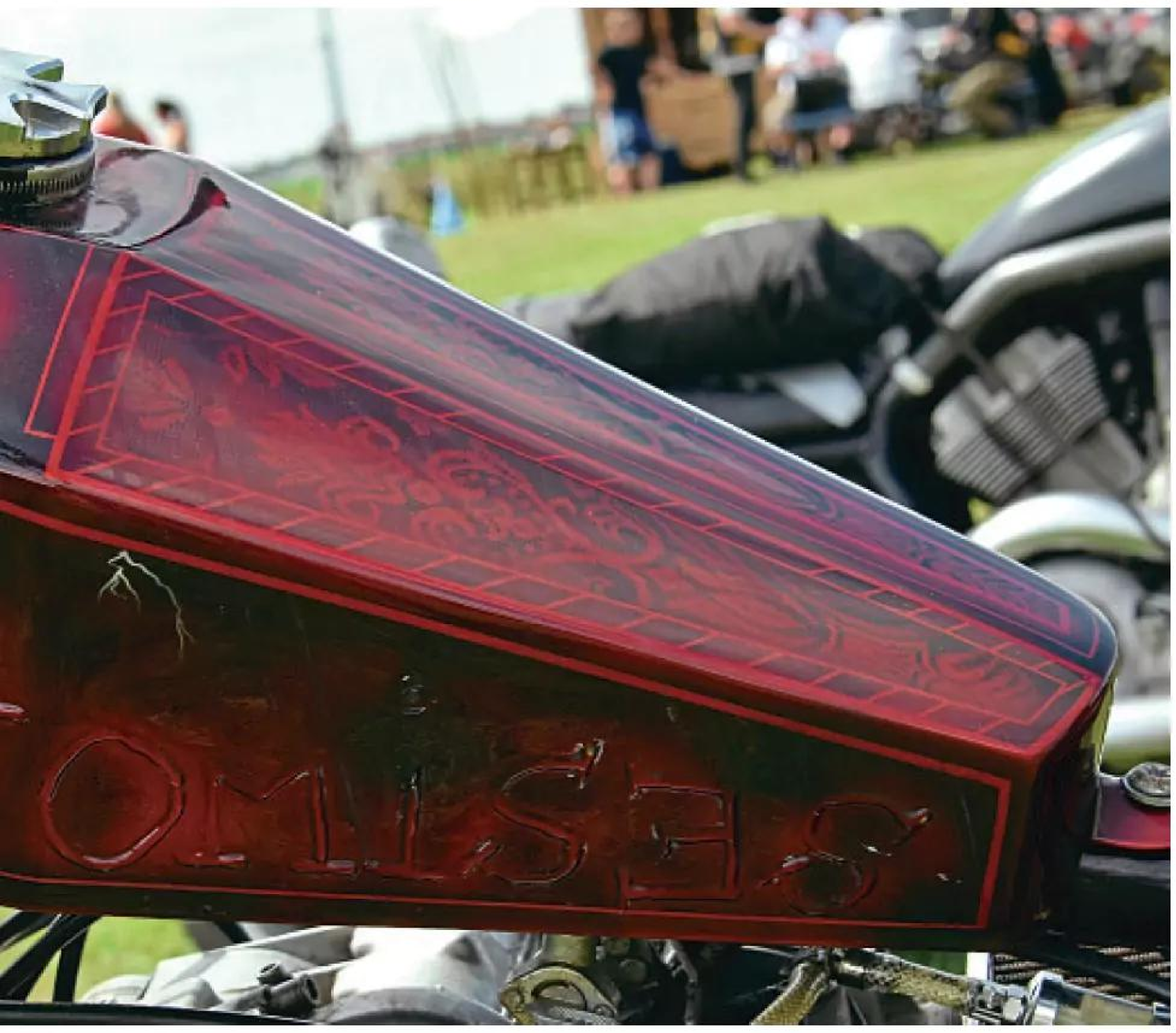
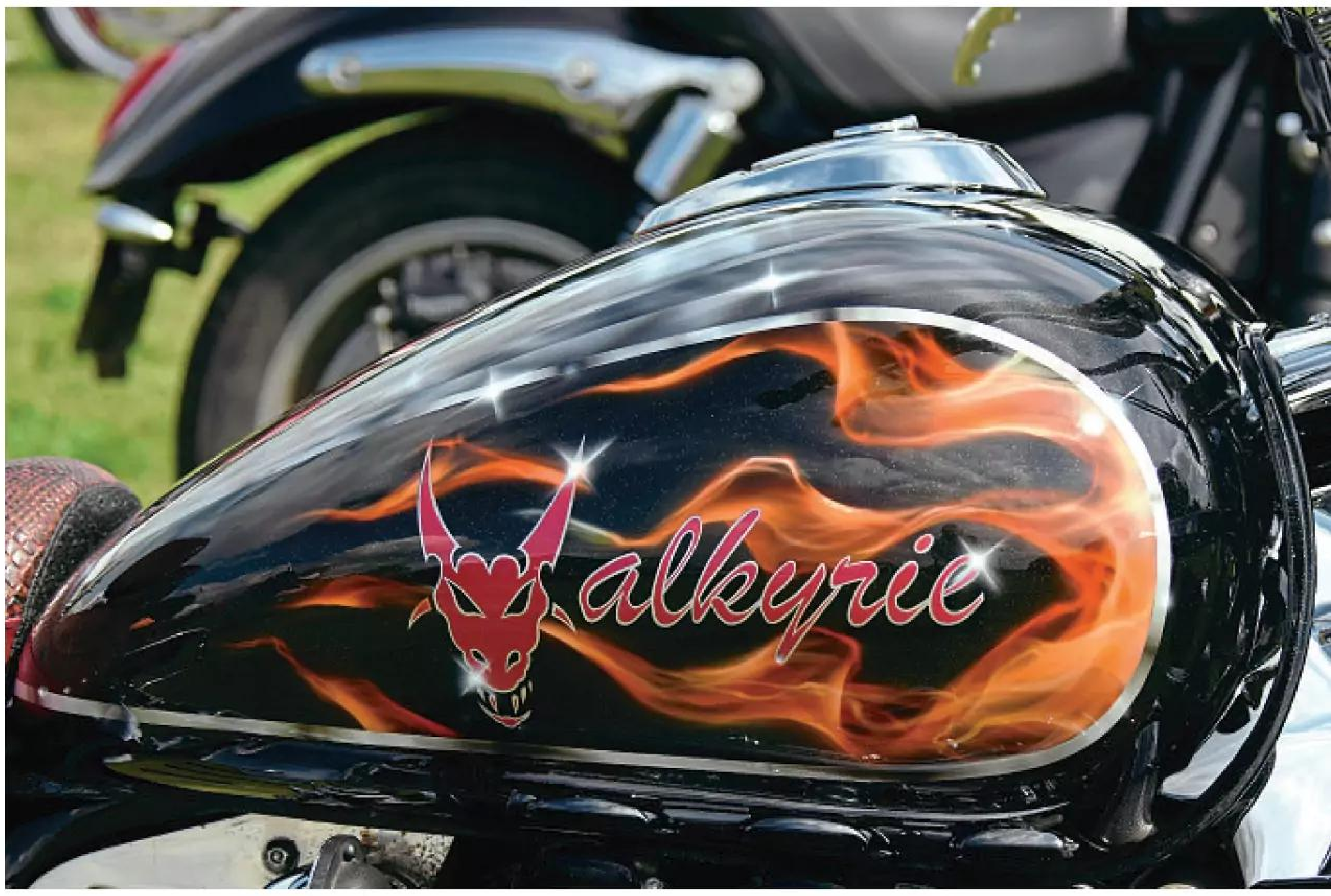
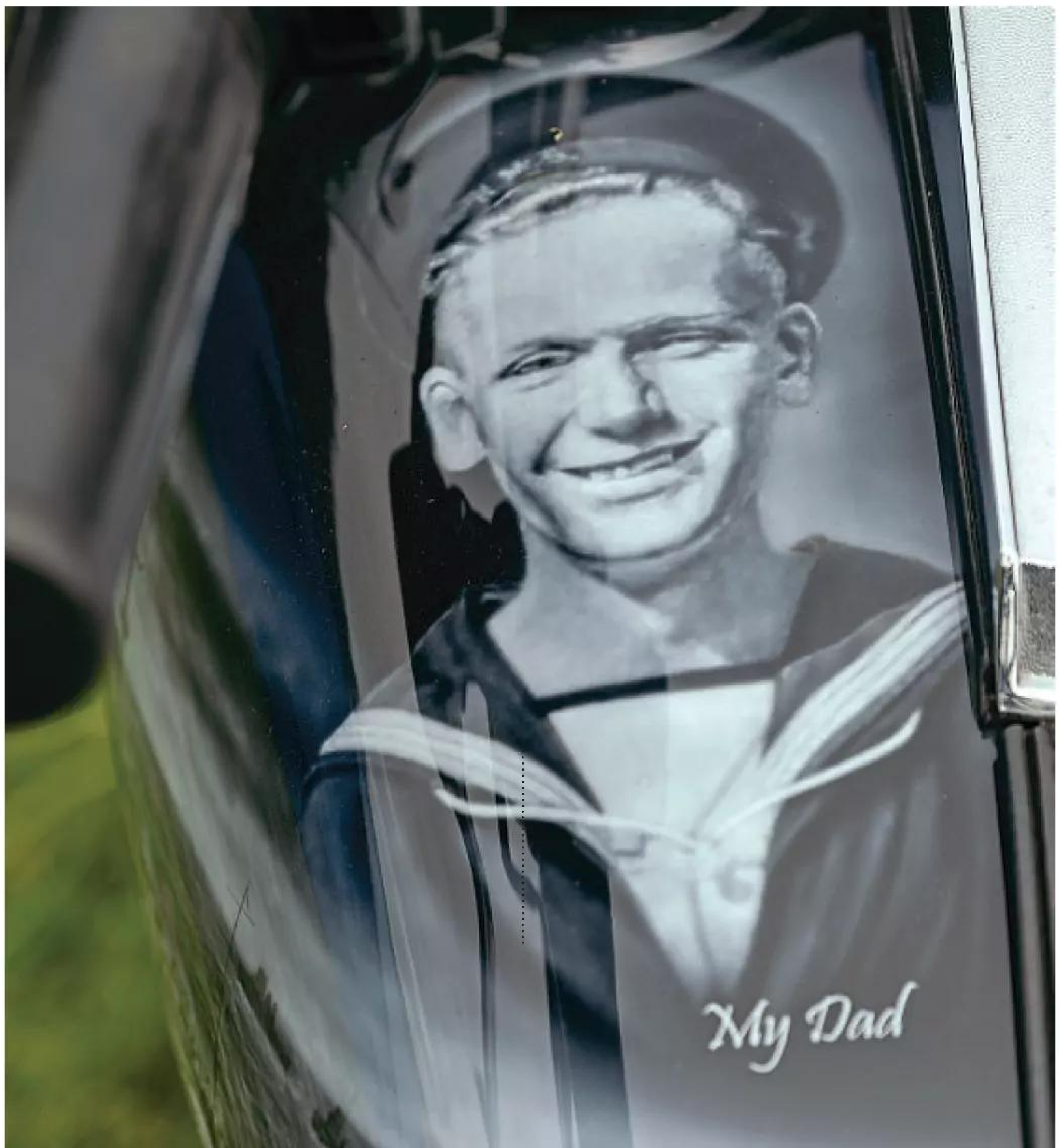
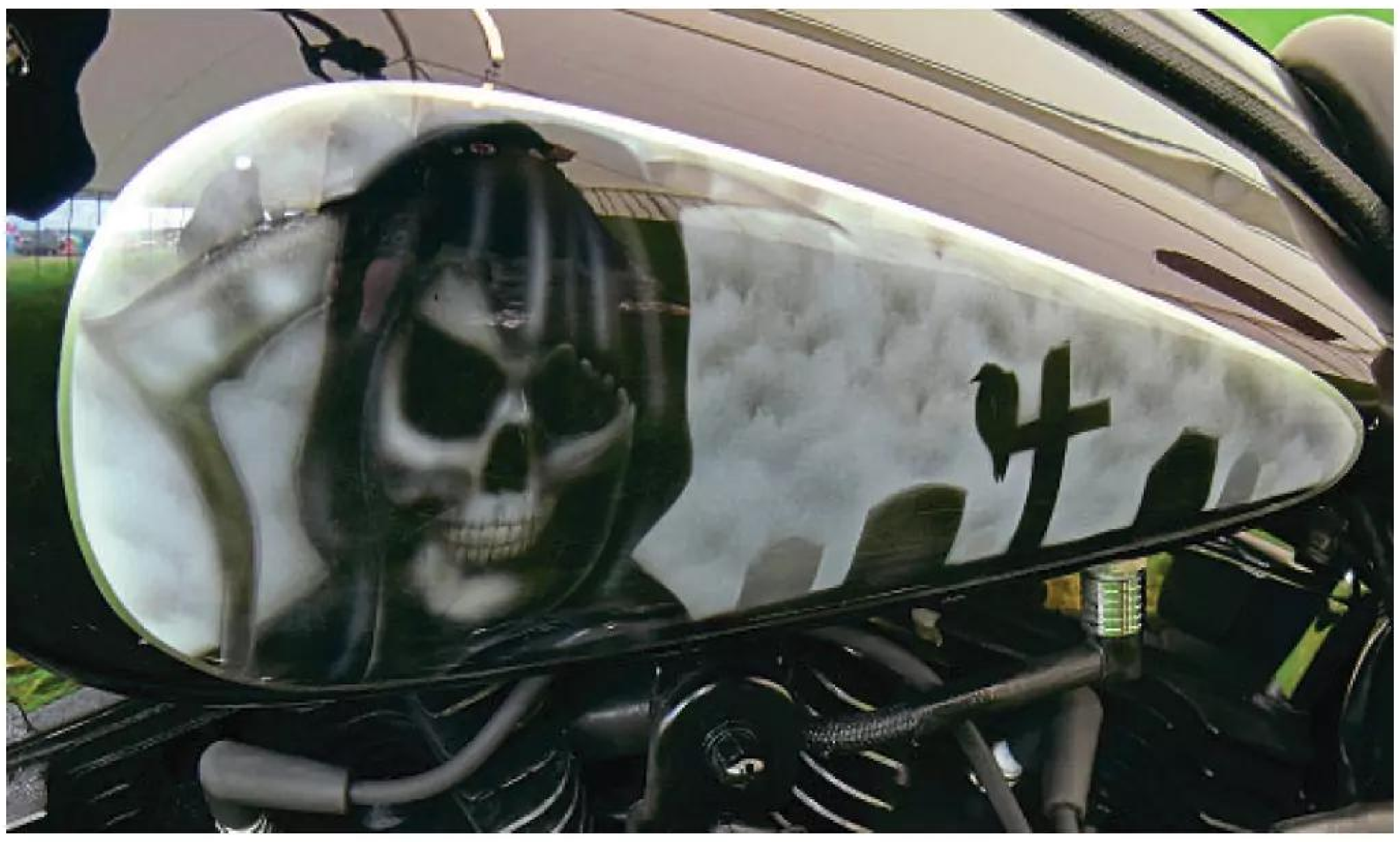
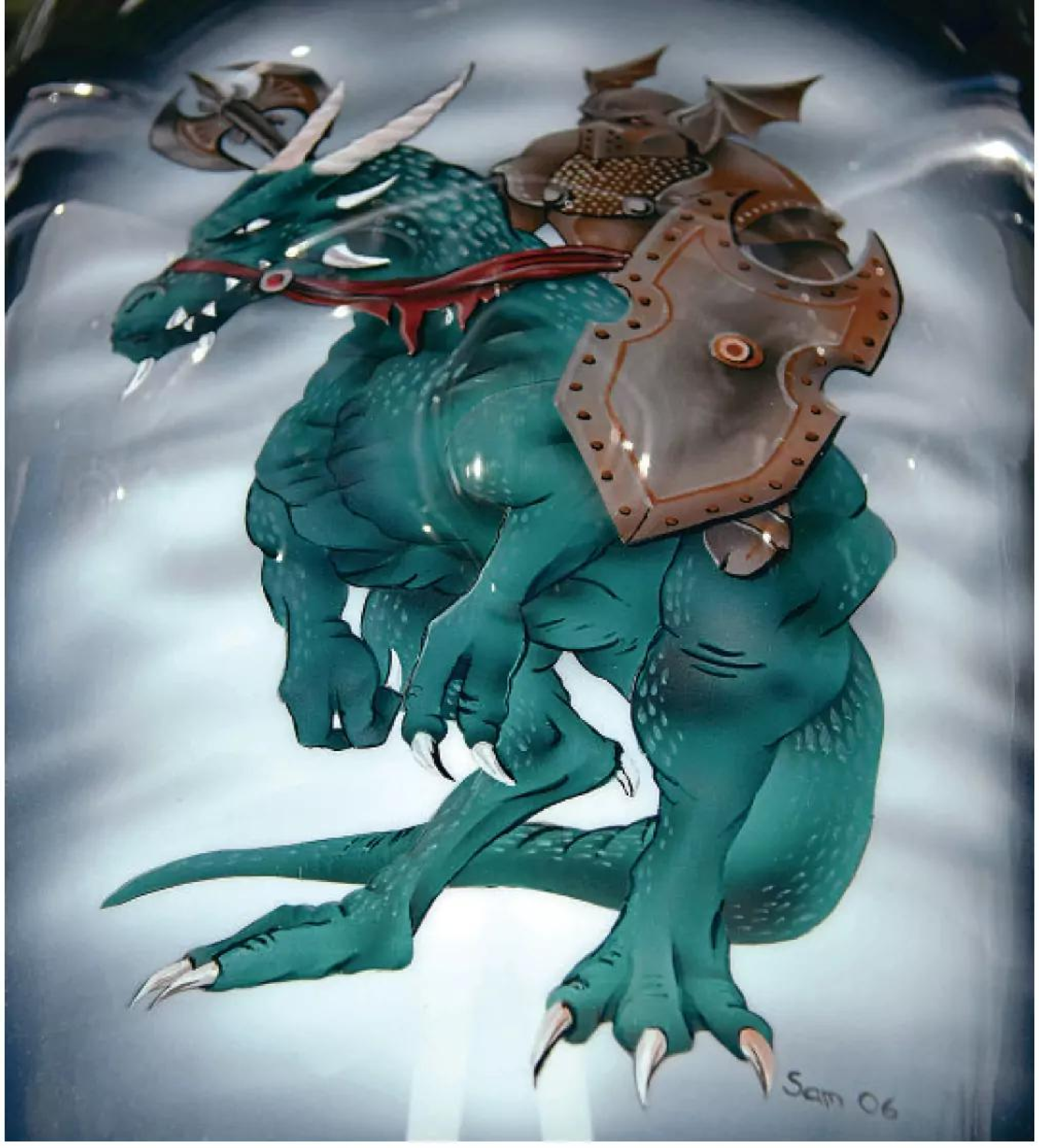






ART IS, AS ALL ARTIST TYPES'LL SAY, SUBJECTIVE - BASED ON OR INFLUENCED BY PERSONAL FEELINGS, TASTES, OR OPINIONS, AND OVER THE NEXT FEW ISSUES WE'LL DEMONSTRATE THAT. HERE'RE A FEW MORE TANKS AND MUDDIES SPOTTED SO FAR THIS YEAR AND LAST SUMMER.

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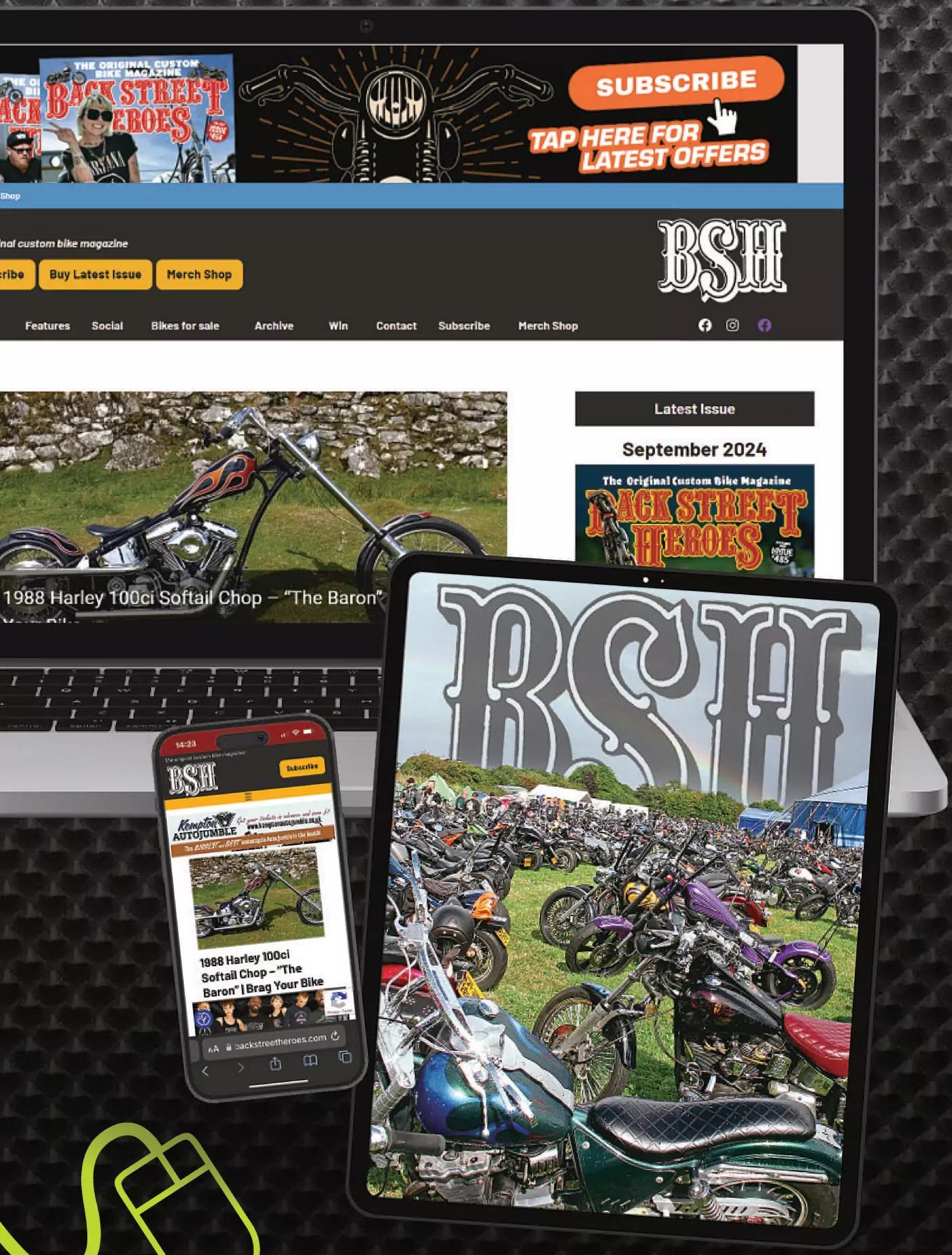
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REAL WORLD ROADTEST

HARLEY-DAVIDSON LOW RIDER ST

IT'S BEEN A WHILE SINCE WE, BSH, HAVE HAD A HARLEY, A BRAND SPANKING NEW HARLEY, ON TEST, AND I MUST ADMIT I WAS QUITE LOOKING FORWARD TO RIDING THE NEW LOW RIDER ST – THE UPRATED VERSION OF THE LOW RIDER S, WHICH'S ONE OF MY FAVOURITE MODERN HARLEYS EVER.

Keeping up with contemporary trends, the bike is very much in the US 'club-style' mould: a half-fairing with a low screen, a pair of smaller rear 'bags', higher foot-pegs than on other models, a solo seat, restrained graphics. It's a bike for doing miles on, carrying the bare essentials, faster and more involving than on a conventional tourer, and looking the part while doing so.

The heart of the beast is the 117 High-Output Milwaukee-Eight engine; a 1923cc air-/oil-cooled v-twin putting out 114hp and 125ft/lb (173Nm), and it makes the bike quick, seriously quick – honestly, it's been a long time since I've ridden a Harley and thought 'Fcuk me, this is fast!' It's that deceptive but, ultimately, very useable quick, if you know what I mean – not Japanese sports bike quick, which these days, with our crowded roads and bumpy road surfaces, is a bit pointless; no, it's mid-range grunt that you can make use of time and time again, until it just feels perfectly natural. Acceleration in the first couple o' gears is nothing special, I will say, but once you've got it into third and above (well, third, fourth, and fifth anyway – sixth, top, is more an overdrive, although it still pulls in it), it really becomes fun. My first ride took me back along the A40 from Gloucester, then the back way to Bicester, and up to Buckingham on a traffic-choked Friday afternoon, and so it wasn't until I got to

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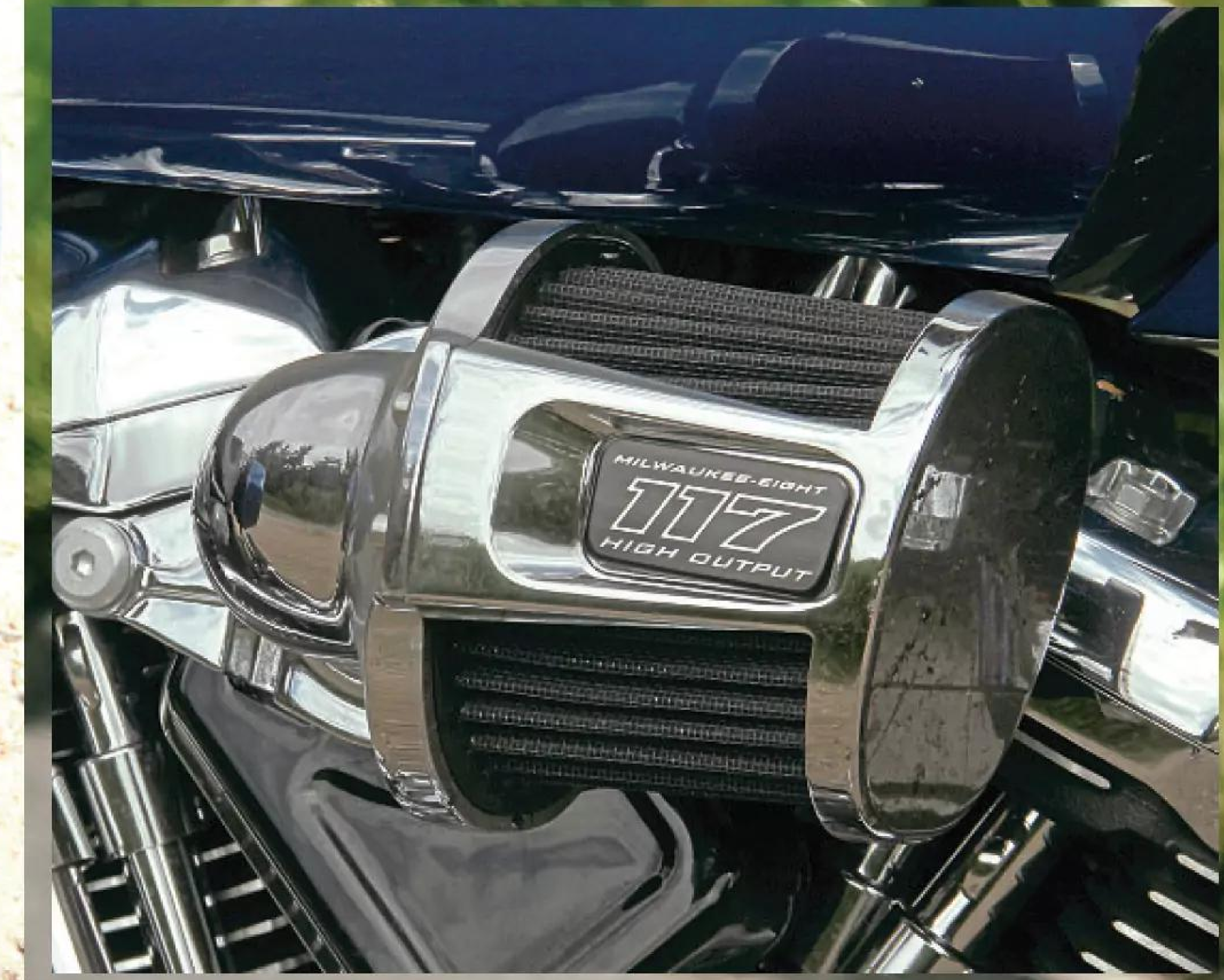
HARLEY-DAVIDSON LOW RIDER ST



0 10 20 30 40 50 60 70 80 90 100 110 120 130
MPH
001334

the dual-carriageways and roundabouts of Milton Keynes that I could really open the throttle, and then yeeharr (as our American cousins'd say)!

The ST has, thanks to its high 'pegs, far more ground clearance than any other H-D I've ridden and, as it's long and heavy (327 kilos fuelled), that means it's rock-stable, albeit a little slow-steering, through bends (and roundabouts), and has an absolute whoosh of grunt out of them thanks to the torque. I know I love going through MK on just about any bike cos the roundabouts're fun, but aboard the ST they were sublime – third gear, occasionally fourth, banked right over one way, then the other, almost catapult out of them ready for the next one, and by the time the M1 came in sight I was grinning from ear to ear.

Similarly, it'll cruise at speeds over the NSL (National Speed Limit) happily and relaxedly, the motor never sounding strained or as though it's revving hard, and will, when one of those arrogant executive types comes right up close behind you in his German car expecting you to move over immediately, leave them almost instantly behind at just a twist of the throttle – no down-change, just crack it briefly, look back a second or two later and they're just a dot in the mirrors.* Don't get me wrong, if you don't want to ride like a hoolie, it'll do that, too, and feel just right doing it. It's even good in big city traffic, too. On a ride to and from Croydon to the Bike Shed, the ST felt good. It's no traffic light grand prix bike, obviously, partly because of its slow and, yes, clunky gear-change (some things never change, eh?), but it coped with rush-hour traffic competently, and didn't even get overly warm with all the stopping and starting, the clutch never giving an issue no matter how long I held it at lights.

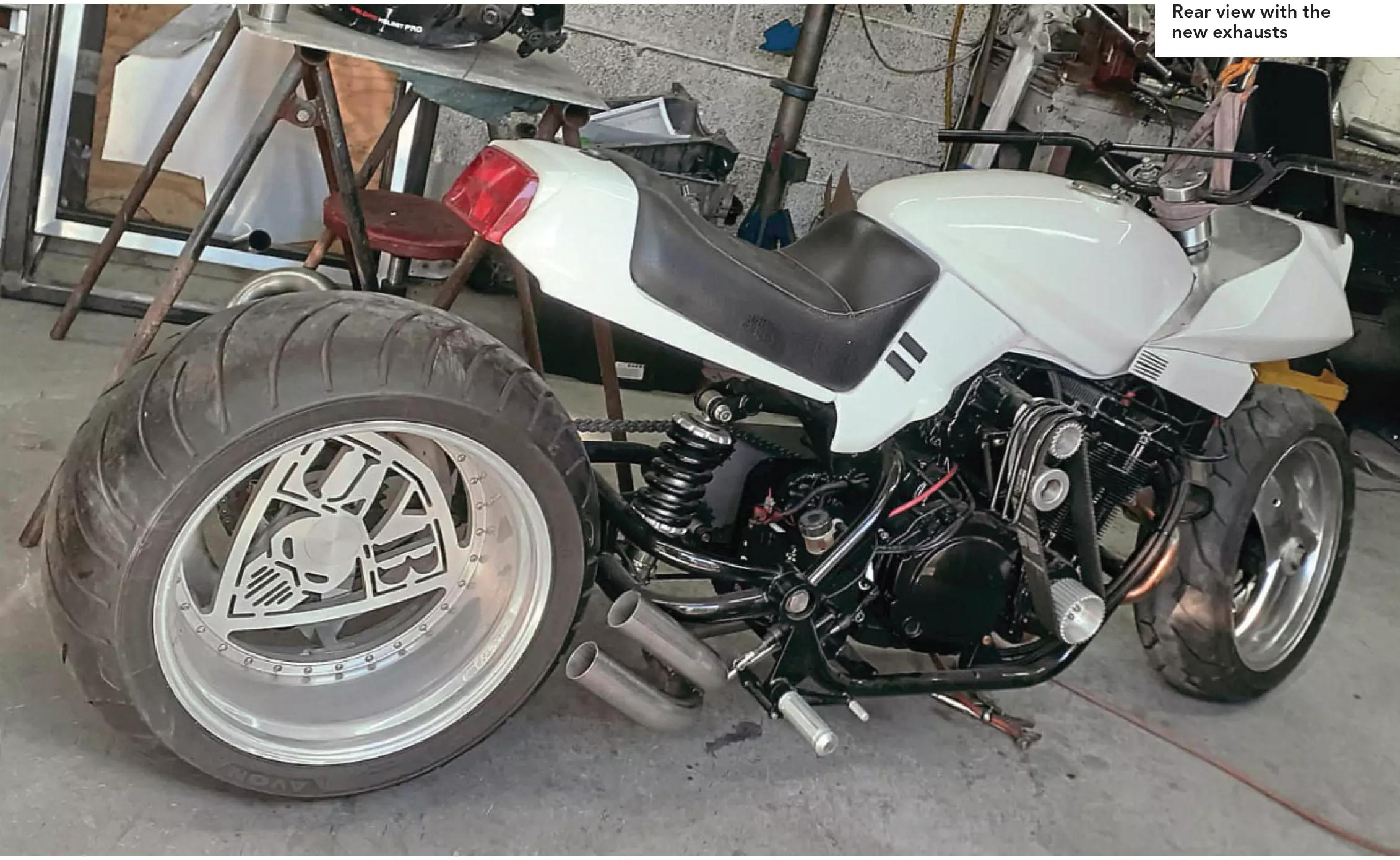
Visually, it's a good-looking machine, too. Although initially disappointed that it was in their Blue Burst colour scheme and not the bad-ass black (I do like a black bike, as you probably know), I soon grew to like it, and so did many others around me, too – I lost count of the number of people who looked at it, nodded, and said: "Nice bike, mate, love the colour."

The very police-bike fairing suits it, and does a good job even with the very fashionable low screen, and the boxes (bags, whatever you want to call them), while not being big enough to hold a helmet (or me camera bag) do mean you can lob in most things for a weekend away. There's enough chrome to keep the serial polishers happy (the performance-inspired air-cleaner is particularly nice), and while the lack of rear 'pegs means you're kind o' stuck in one seating position, yer bum only starts to get achy after a couple of hours if you're a mile-crazed journalist who doesn't like to stop for anything other than fuel. The four-inch speedo unit is easily readable (although the linear fuel gauge takes a bit of a squint), and there're three rider modes (Street, Sport, Rain) which I, as usual, left in whatever it was in when I got it (Sport, I think). There's cruise control on the left 'bar for those who habitually use such things (I don't tend to on crowded roads); a proximity key that stays in your pocket (and an old-school metal key that locks the steering and the removable boxes); a USB port on the left of the headstock; and… well, that's about it really – it's not a techno bike, dripping with the latest Bluetooth this, and computerised that; no, it's a rider's bike that you get on and ride, undistracted by buttons with innumerable features, and I much prefer that, y'know?

NIK
PICS BY **JASON CRITCHELL/D3O**

*Yes, I know that I sound like a hooligan, but the ability to romp away from 'em on a dual-carriageway, and then change lanes in your own time, without them tail-gating you, is far safer than having them sat six inches off your rear light 'til you've space to move over

THE **HARLEY-DAVIDSON LOW RIDER ST** COMES IN A VARIETY OF COLOUR AND TRIM OPTIONS, AND PRICES START AT £21,295. GET MORE INFO' FROM YOUR LOCAL HARLEY-DAVIDSON DEALER OR **WWW.HARLEY-DAVIDSON.COM**


Rear view with the new exhausts

A YEAR OF CUSTOM BIKING...

PART SIX

THIS MONTH (WELL, MAY) NOT TOO MUCH'S HAPPENED BIKE-WISE FOR A VARIETY OF REASONS, WHICH I'LL COME TO IN A MO', BUT PROGRESS HAS BEEN MADE.

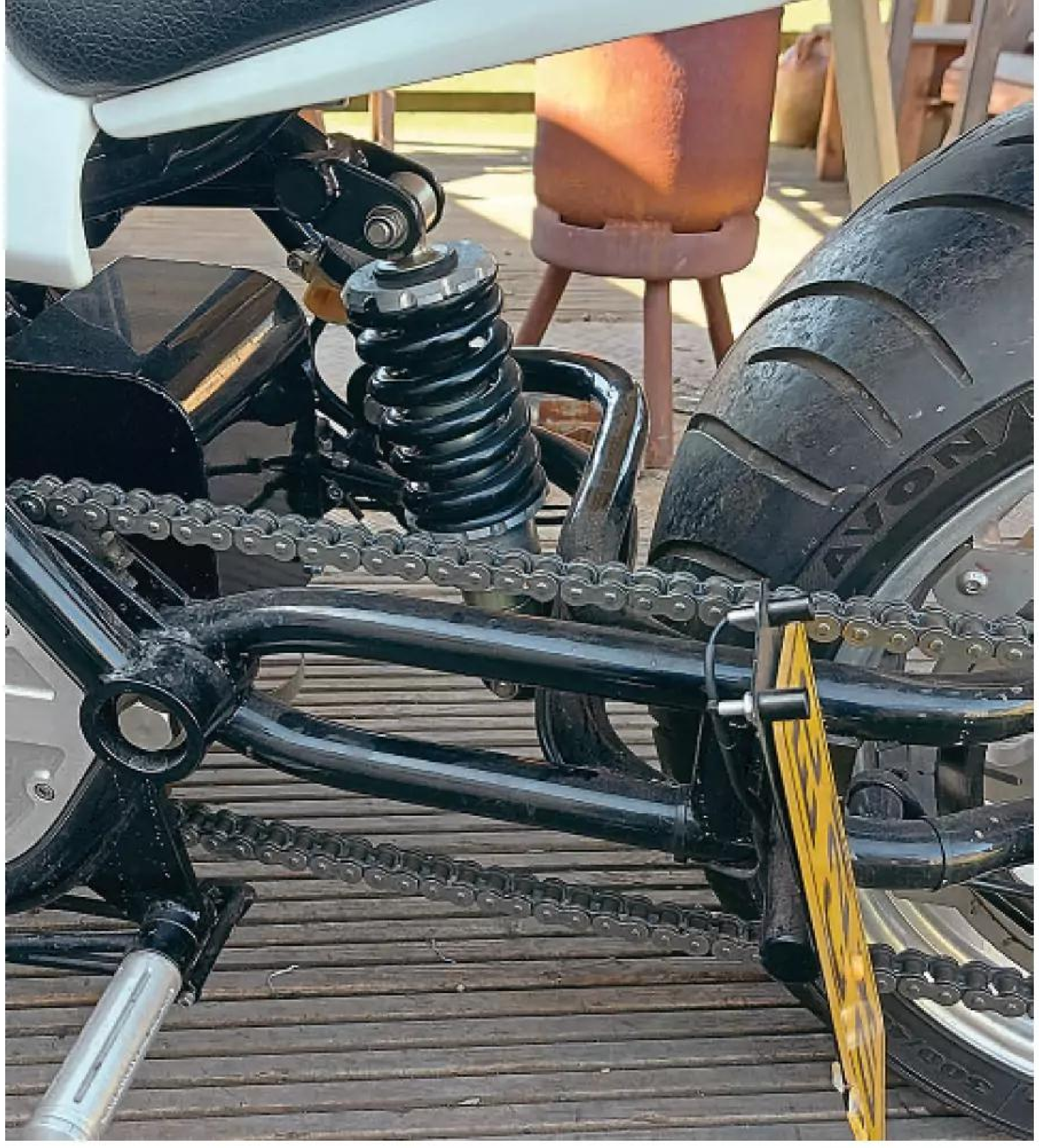
The Hornet's gone back to Herself as temperatures've finally risen above (or at least close to) 10 degrees at 1am in the morning so she can start using it again for work – she doesn't like to ride home, which takes an hour plus, in the early hours of the morning when it's less than that, and I can't say I blame her much, but it does mean the 'Onda's back in her custody… bum.

TFB (The Future Bike) is still with its engine in pieces all over Shaun at Paradise Garage Motorcycles' bench due to delays in parts supply, and the fact that his workload is monumental – that's the trouble when people/companies're good; you have to wait for them to have the time, especially when what you want them to do isn't a quick turnaround job, even if you're an internationally renowned journalist like me… ahem. By the time you read this, though, I should (should!) have it back as, apparently, all the required bits're in now, and it's just a case of putting it all together, and setting up the 40mm carbs to suit the high-level 'pipes… just, he says.

As for the Bandit chop, well, that's finally proven to me that I really am, in the eyes of most normal bikers, weird.

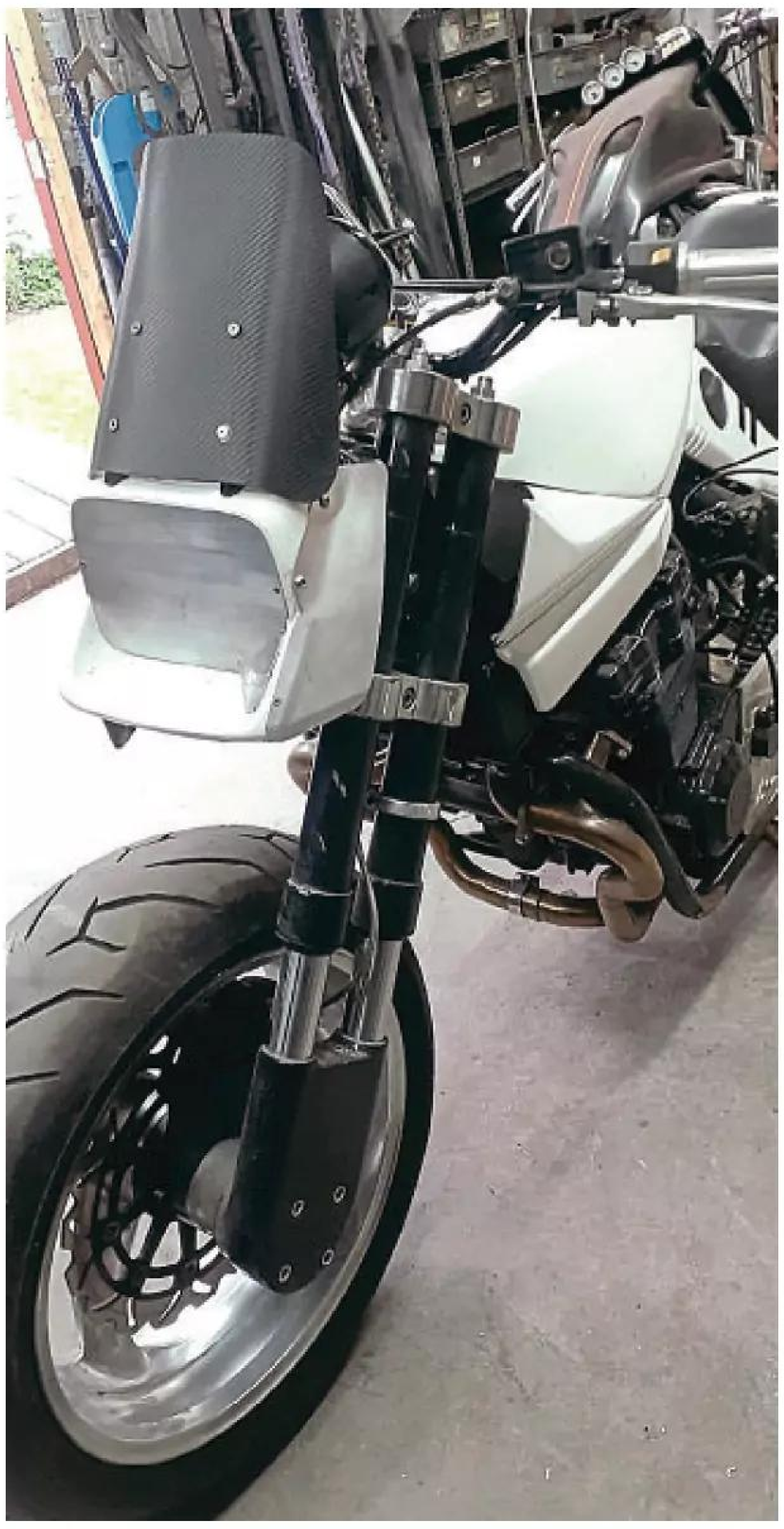
Matt black, loud, low, and hard on the tail… I love this thing!

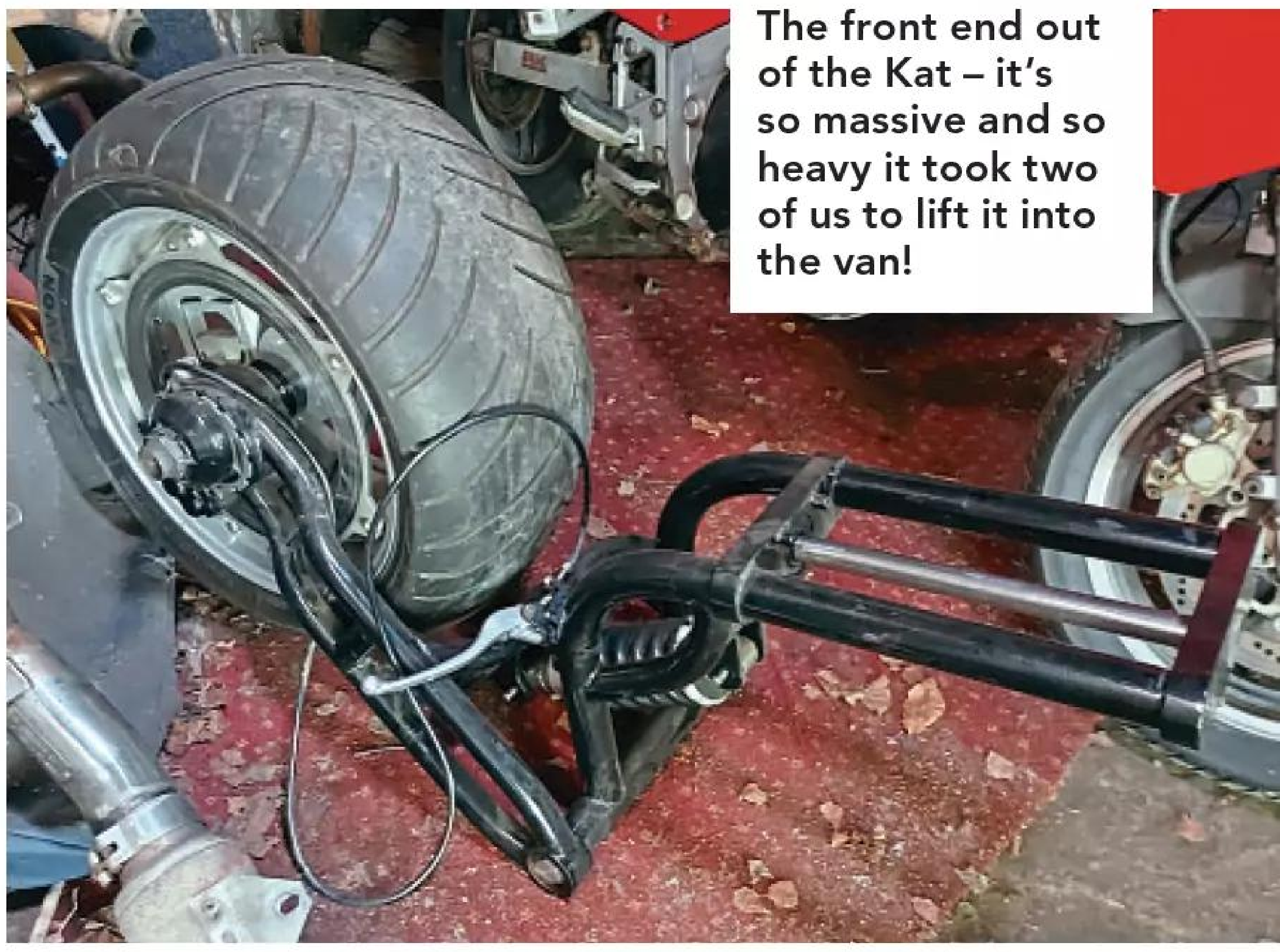
I borrowed it briefly from Herself after the Low Rider ST Harley on the pages previous to this went back, and found myself thinking the exact same thing I did last September that lead to these articles in the first place; basically, new and spanky motorcycles're all well and good and, don't get me wrong, I do like riding 'em, but I get so much more of a kick out of riding older, more gnarly customs, y'know? I did the best part of 1,000 miles in two weeks on the 'Arley,



LEFT: The possibly suspect rear shock arrangement… fingers crossed it doesn't require major surgery

RIGHT: Slightly out of focus re-mounted clock pod… yes, that was a Katana clock pod, but it was broken anyway… I know, I know, I'm going to hell





The front end out of the Kat – it's so massive and so heavy it took two of us to lift it into the van!

LEFT & ABOVE: Wasn't sure at first about the cut Kat fairing, but now it has a certain je ne sais quoi, don't you think?

RIGHT: What? Oh, er, yes, I have bought another bike… it's just for parts, honest.

The Spondon? under its blankie - all bikes should have a blankie, shouldn't they?

in comfort and luxury, with ABS an' all that, but the 90 miles I did on the B6 hardtail made me grin a whole lot more… yes, I know, I know, I'm weird.

Moving on to the now-not-silly-sider, it rides very nicely with its new skinny (to me) front wheel/upside-downies/clip-ons, but on the first ride I did it spat the left-hand (number 1) air-filter off, and I've been waiting forever to get another set. This's happened before with Ram-Air; buy their filters from other people and they arrive within a couple of days – order 'em direct from Ram-Air, and they take, sometimes, weeks, if they turn up at all. Shaun ordered me a set, and three weeks later they hadn't arrived, so I cancelled the order, and scrounged a set of old ones as a temporary fix from a mate (cheers Mutley), but they turned out to be too big throatwise, so back to square one. Shaun's now just found a set, and the required 40mm carb inlet manifolds for TFB too, locally, and I'm hoping to pick 'em up as soon as this issue's finished.

The Spondon?'s not turned a wheel cos I've had the Harley to play with, and then went on a rare (very!) actual holiday (to Palermo in Sicily – 3/10, wouldn't recommend… unless you like 24-hour traffic noise, air pollution worse than That London, having to almost dance along the streets to avoid treading in dog sh*t, and food so insipid the best meal I had was in the airport on the way home), but I'm hoping to get a chance to drag it out and wail it about a bit soon.

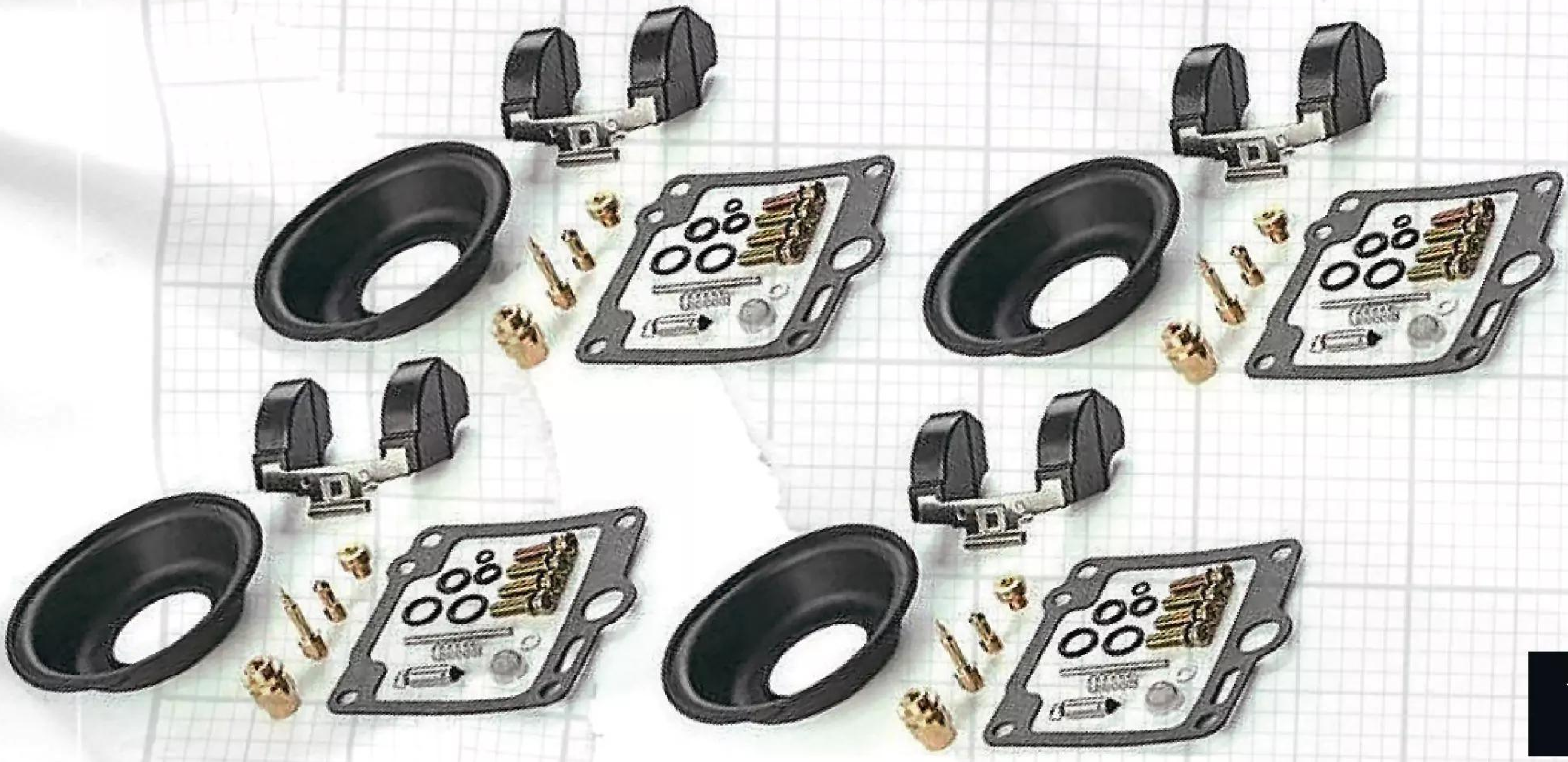
That just leaves the Kat(ana), doesn't it? It's been down with Gary (Sanders) all month as he fits work on it around the Royal Enfield motocrosser (yes, really) he's been doing for someone (who's doing it for Royal Enfield themselves), but the good news is, big drum roll, he's ridden it! Not far, just up an' down his drive, but it steers properly now… well, as well as a bike with a 200-section front tyre and a 300-section rear's ever going to be likely to do anyway. There's still a question over the rear suspension springing, but we won't know if that's going to be a problem until I've ridden it as, er, I've a much slower metabolism, and a much faster pie arm, than he has and while it may work for him, it may be too soft for me. Again, I should know the day after this issue goes to press, but that's not much help here, eh?

NIK

Mr Bridges' Motorcycle Diaries

VOL. VIII, EPISODE VI

AS A RULE, I TRY AND KEEP THIS ABOUT SOMETHING IN PARTICULAR BUT, OF LATE, THAT'S BEEN A BIT TRICKY.



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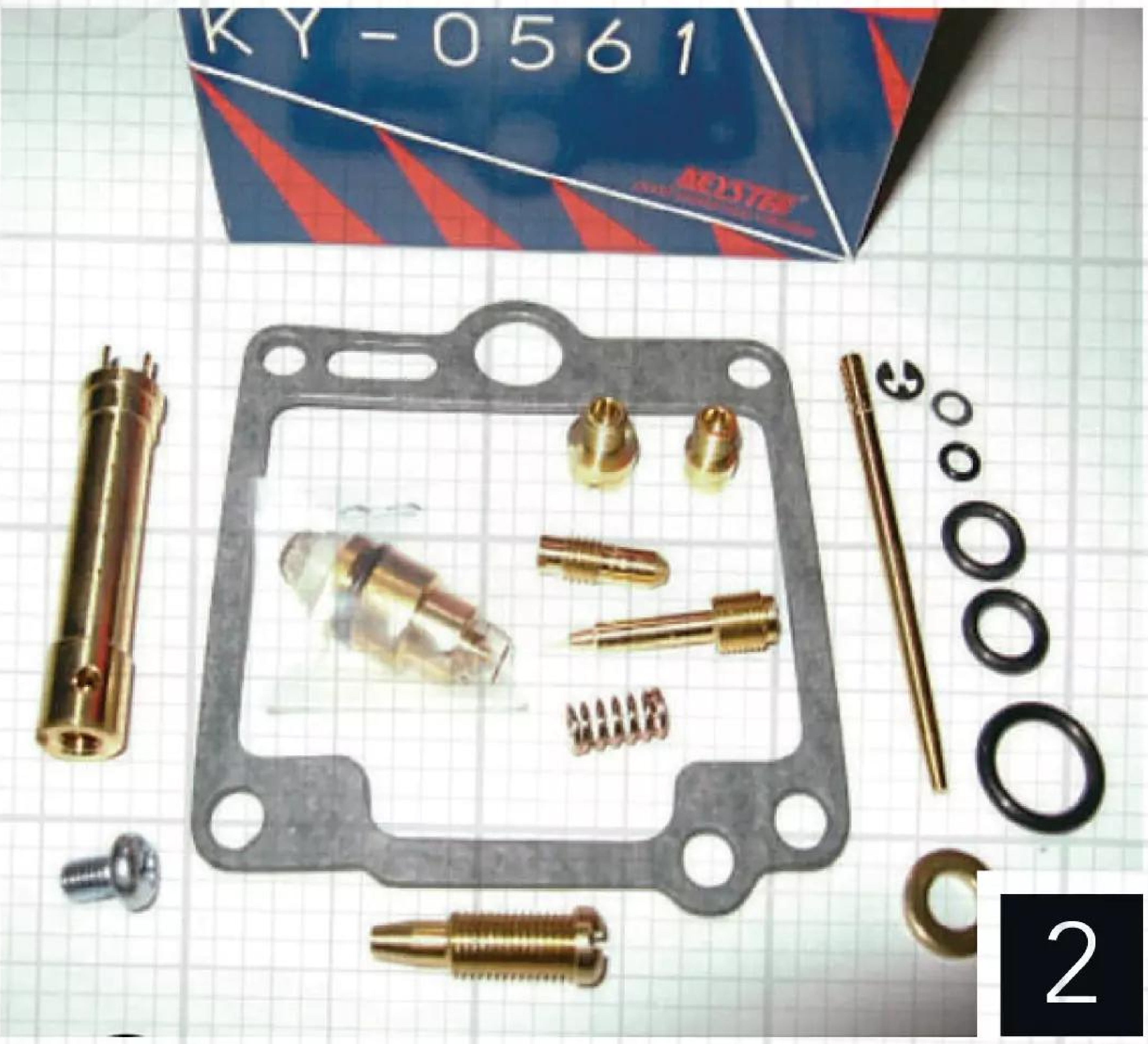
I think it was around 2005 I started writing with the Notebooks stuff, and that segued into the Diaries stuff. Well, after around 20 years in the same workshop, rent increases've caught up, and I need to find one that's more affordable. As you might appreciate, with 20-odd years worth of accumulated bits and bobs floating around, that's not a small undertaking and, as I may've mentioned before, the best laid plans of mice and men often go awry.

The first thing to go awry was getting the FJ1200 out the door with its new wiring; although it fired and ran perfectly happily with a squirt of Easystart on the pod filters (which is where I consider the wiring to be finished), there was a suggestion that it'd be nice if it was running on petrol? A temporary tank was attached, some petrol poured in, and the starter button depressed, and this completely failed to result in the engine bursting into life. Taking a screwdriver to the drain plugs on the carburettor float bowls indicated that there was no fuel making its way into them so, with an optimism born of ignoring 50 years of actual experience, the carburettors were removed and a screwdriver applied to the float bowls. Largely because I was hoping it'd turn out to be a simple job as someone'd already been paid £150 to clean the carburettors, I neglected to take any pictures of the state of the float bowls, although part of the reason for this may've been disbelief at the amount of crud that was in them.



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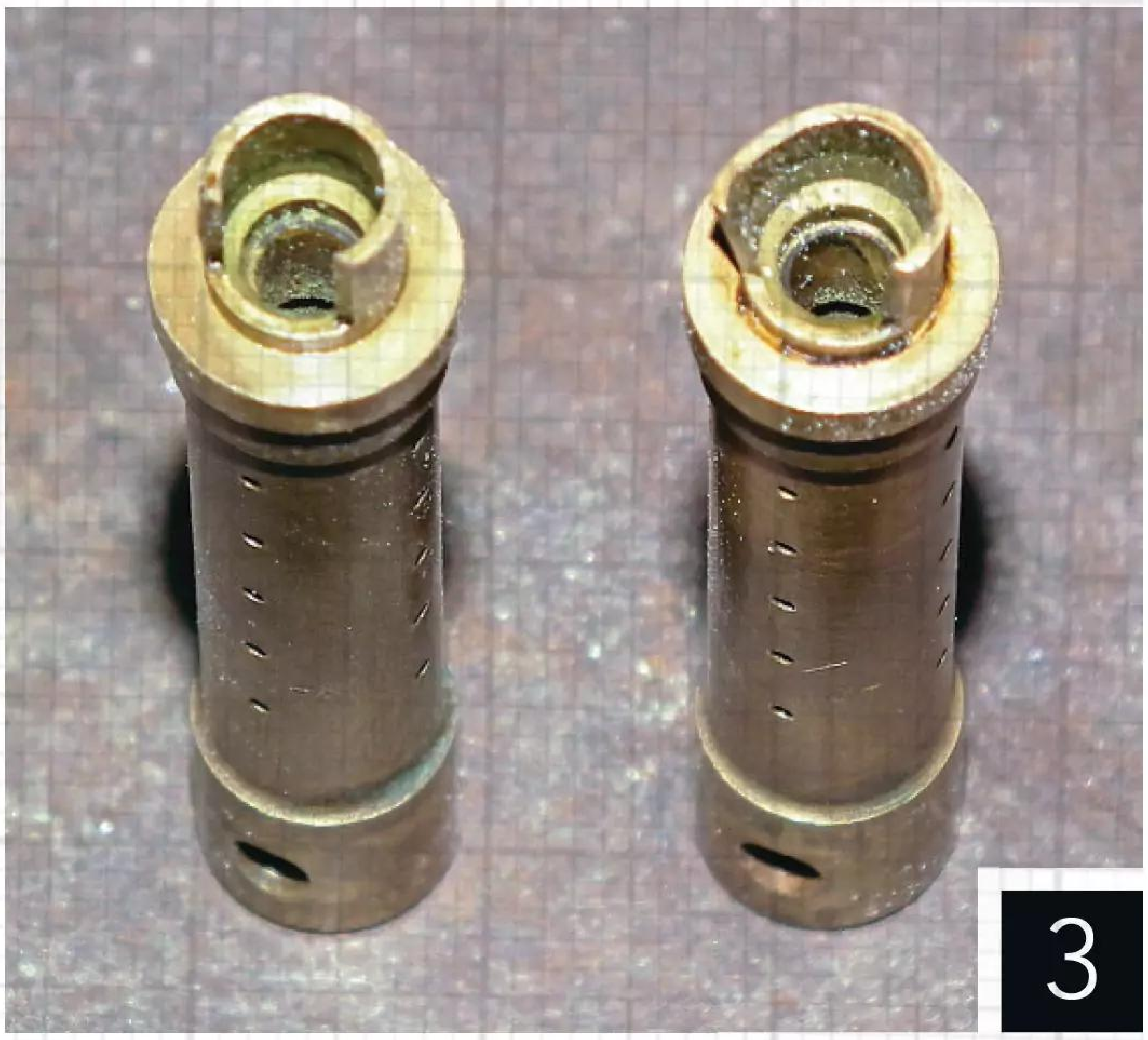
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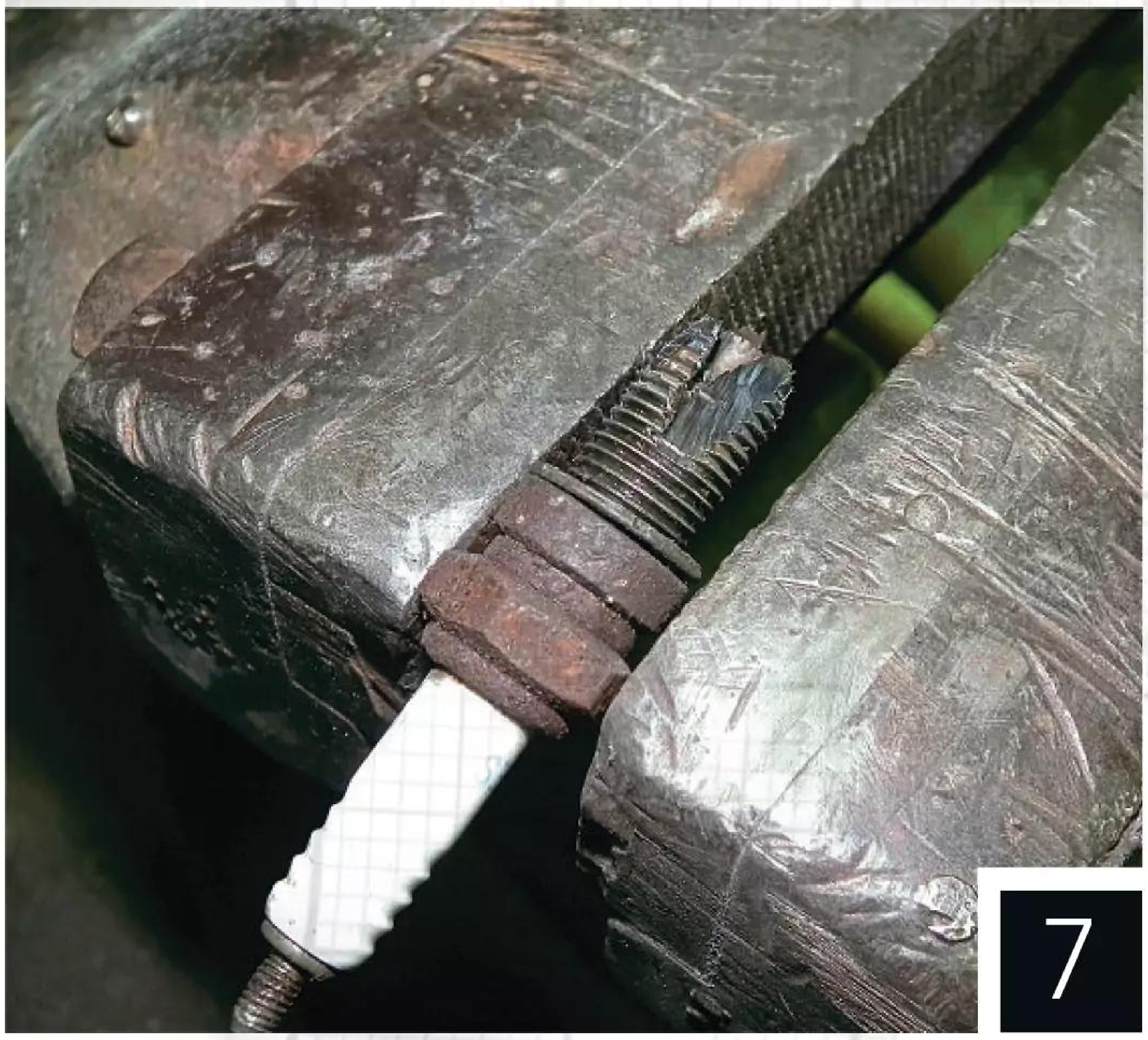
As a side note, and in a vague attempt to disseminate some useful technical information, the screws on Japanese carburettors are not Phillips screws, which is why they're often difficult to undo with a Phillips screwdriver. They are, in fact, Japanese Industrial Standard, or JIS, screws, and will undo with a lot less fuss if the correct JIS screwdriver's used even after the last three enthusiasts have chewed them up with a Phillips. A set of four rebuild kits was ordered from China for me, as I was apparently rebuilding the carburettors as well now, so I had a look at the photos of the kits (Fig.1), and ordered another set of four Keyster rebuild kits from NRP Carbs (Fig.2). The set of four from China was about £28 I believe, while the Keyster kits were around that each, but a couple of the things that weren't included in the Chinese sets were the main jet washer and the jet body. Again, I didn't take a picture of the main jet washer, because it wasn't there, hence needing at least one. The reason there's a washer under the main jet is that it retains the jet body – with the float bowl off, the top of the carburettor off, and the slide and needle removed, undoing the main jet and its washer allows the jet body to be gently drifted out of the carburettor body, and the passage it sits in cleaned. Looking at the existing jet bodies (Fig.3), I'd hazard a guess that someone'd tried to drive them out of the body the wrong way, so some new ones of those were necessary, too.

With the carburettor kits in hand, I now had eight new float valve seats so it'd seem a little churlish not to fit them. The way to remove the old ones without imperilling parts of the body casting is to use an M6 tap, and screw it into the valve seat (Fig.4). This'll usually start turning the seat once the tap's bit into it enough, and allows you to pull the seat out of the body. Most of the time the tap holder has a firm enough grasp on the tap to pull the seat out but, occasionally, it's necessary to grab hold of the tap with a pair of Mole grips and pull as you twist. With the seats removed, the amount of crud in the fuel passageway (Fig.5) means it's probably best to separate the carburettors to allow for cleaning them out.

Another bit of random disruption involved a chewed-up spark plug thread in a cylinder head. Most of the time this is less of a disaster than it appears as the thread can be cleaned up with a tap or a thread chaser. While most people don't keep suitable-sized taps around, you can make a spark plug into a thread chaser. Usually I do this with a hacksaw and a file but, on this occasion, was in a bit of a rush so I used an angle-grinder. I chopped the electrode off for no other reason than it was likely to get in the way, then made three vertical cuts in the thread with a cutting disc (although two'd probably work just as well). The cuts were angled to miss the electrode (Fig.6), and have an acute angle on the leading edge when being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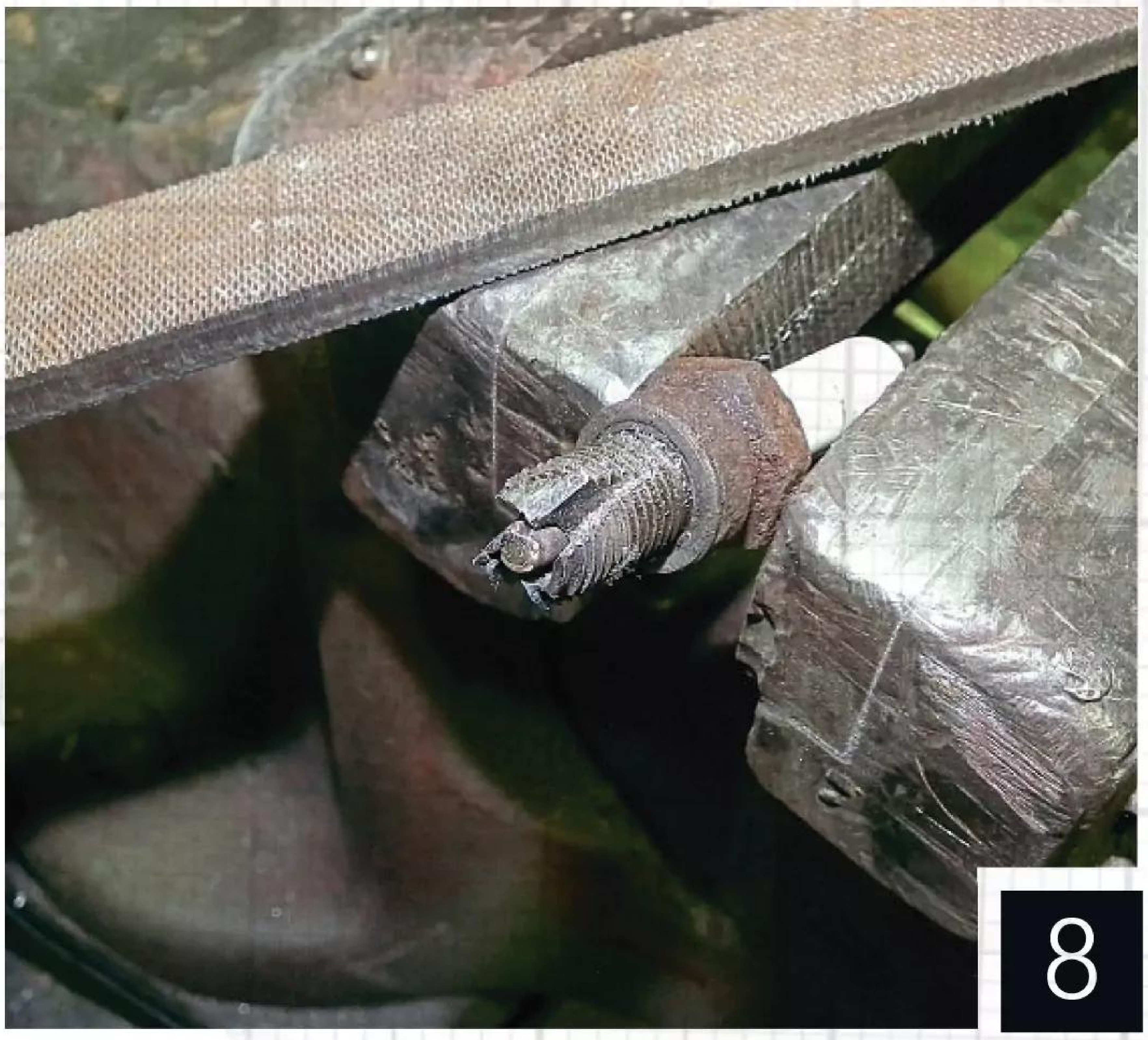
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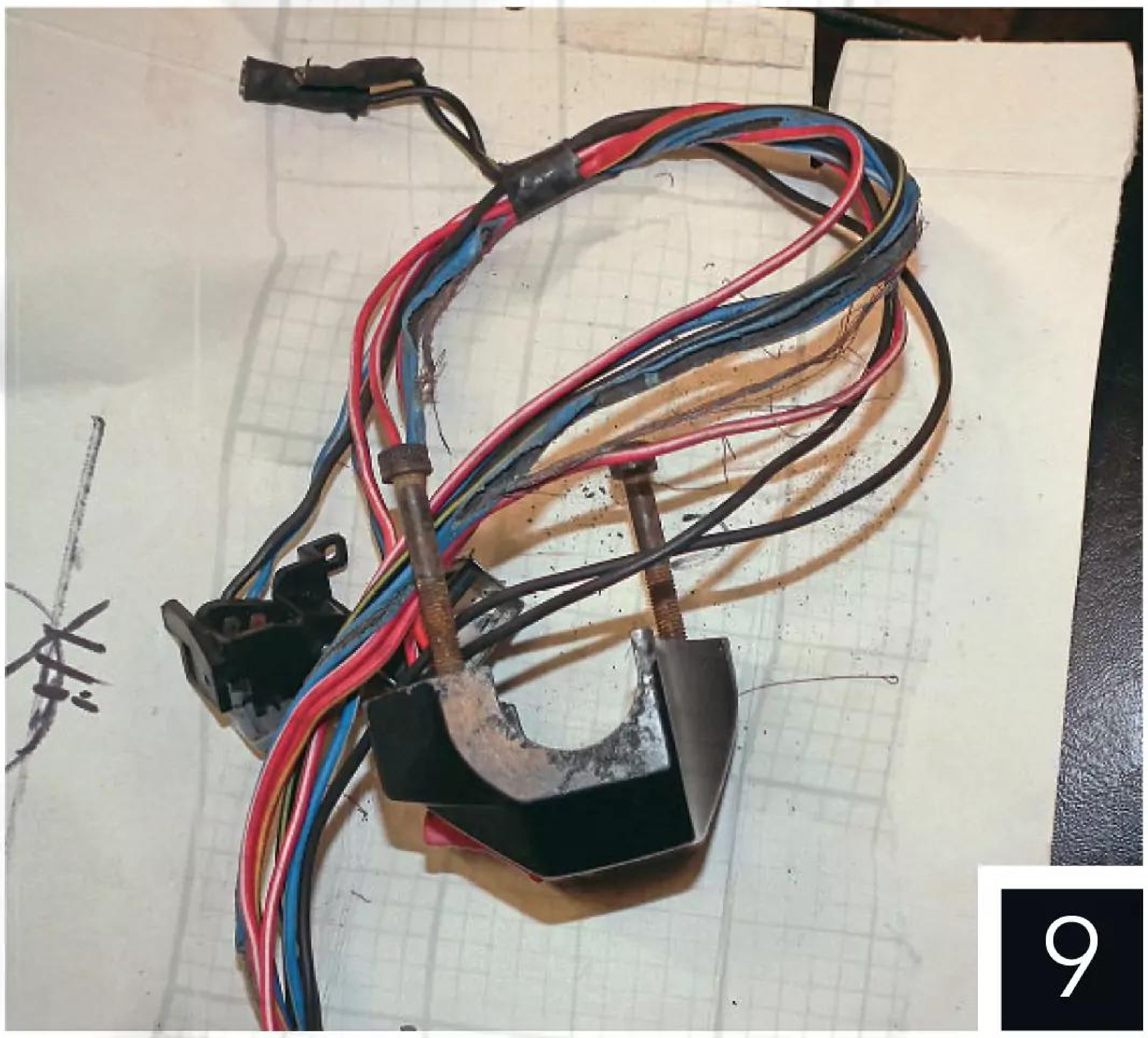
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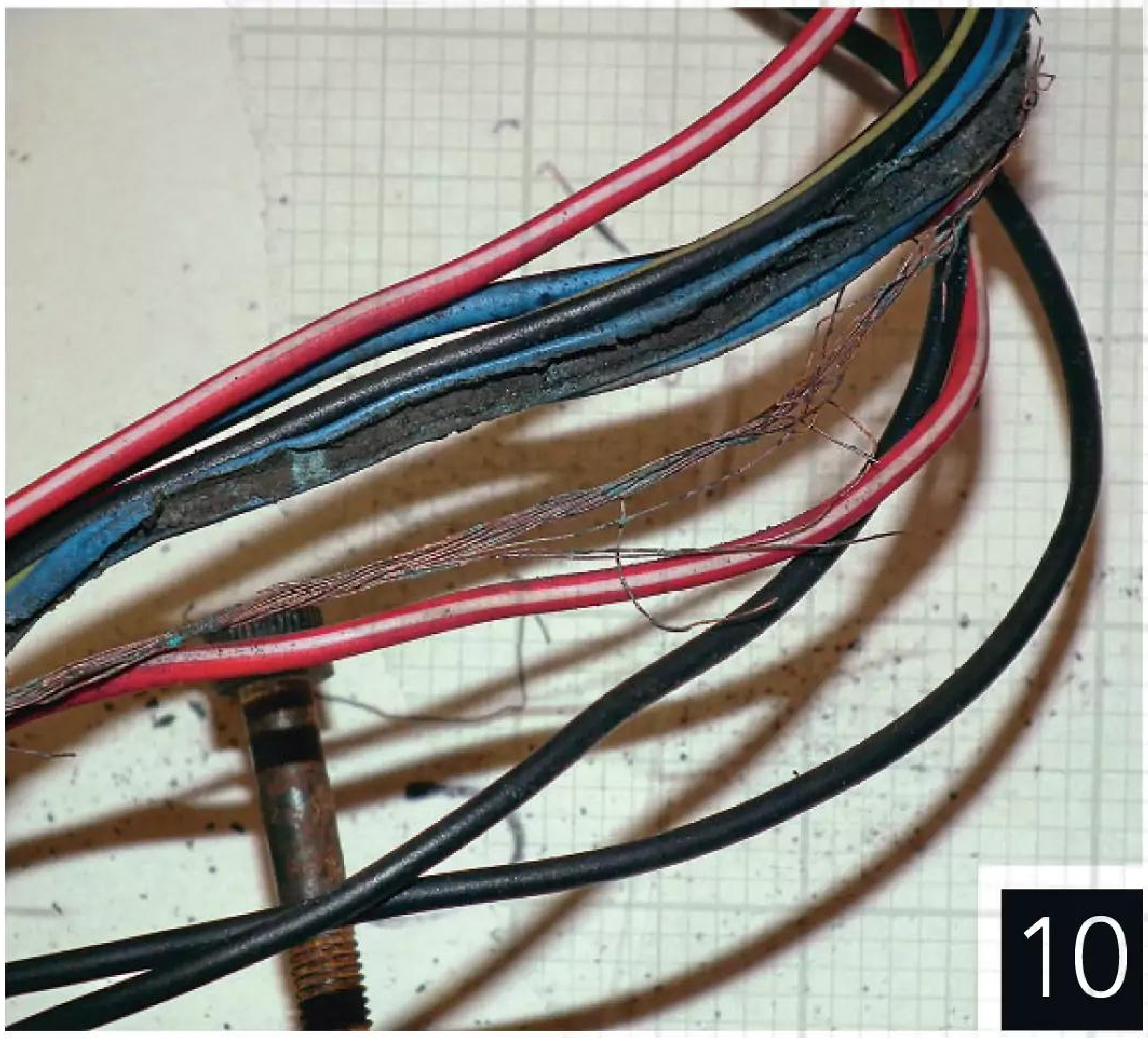
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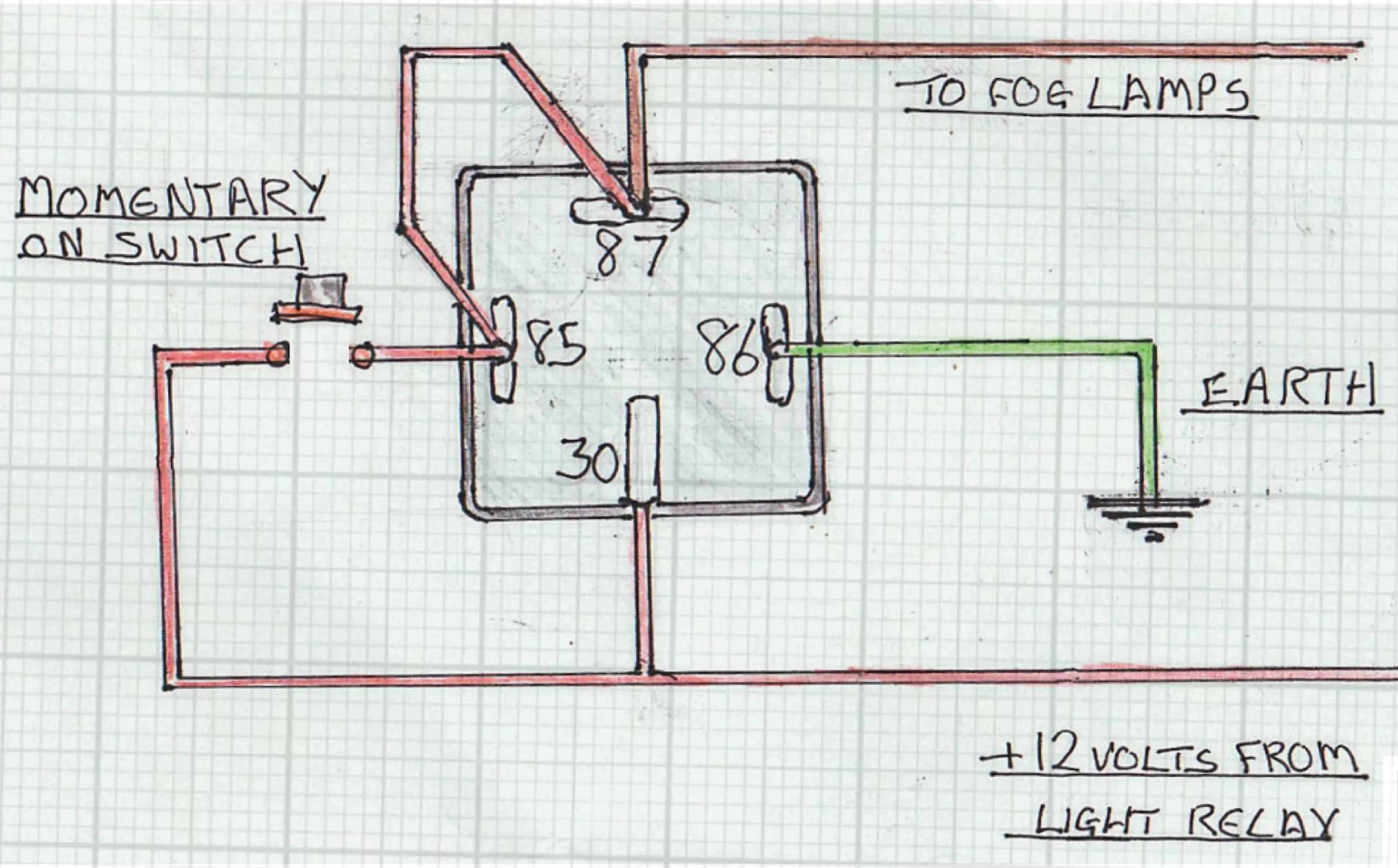
done up. Because this's done looking at the business end of the plug, it's important to remember that, from that perspective, when it's being screwed in the plug's turning anti-clockwise, so the cuts need angling with that in mind. The next step was to make a relief cut in front of the acutely-angled leading edge (Fig.7), and then grind, sand, or file the thread down towards the leading edge (Fig.8), essentially creating something similar to the geometry of a tap from the spark plug. A vigorous wire brushing should get rid of any burrs which might make things worse that they already are, and the 'thread chaser' can be wound into the spark plug hole, taking care to wind it in square to the bore of the hole, ideally using a well-fitting socket and, perhaps, some tape around the top to keep it lined up in the socket. If you have access to a vacuum cleaner, then attaching it to the end of a hose that'll fit down the plug hole should let you get rid of any swarf – not something you'd need to do every week, one would hope, but useful if you find yourself in that particular pinch.



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With that out of the way, I got stuck into some tricycle wiring. While trikes are required to have more lights than motorcycles, I have noticed that there's an unfortunate tendency for some people to not know when to stop. This is a problem if the factory switchgear's being used – motorcycle switchgear's designed to cope with a 5-watt sidelight bulb, a 5-watt tail-light bulb, and a 60-watt main beam bulb, totalling 70 watts; a little under 6 amps. A trike has, typically, two 5-watt rear lights, two 5-watt side marker lights, often another 5-watt sidelight, and at least one 60-watt headlight, so that's 85 watts and, now, 7-amps. That doesn't sound a lot but, if you do the maths on the actual numbers, it's slightly over a 20 per cent increase, and if you add a fog light or two to that circuit… And that's with the bare minimum legal requirements, not the excessive Christmas tree variety. Using LED lamps should get round that, but it makes sense to use a relay with incandescent bulbs to avoid melted wires (Figs 9 and 10).

On a similar note, if you're running a fog light, then ideally it ought to go out if the lights're turned off, and stay off until it's switched on again. This is easy enough to do by using yet another relay and wiring it to latch-on (Fig.11). Power from the light relay goes to the 30-terminal of the fog relay, the 87-terminal's wired to the fog lights and to the 85-terminal, and the 86-terminal's wired to earth. A momentary switch is wired between the 30-terminal and the 85-terminal so that when the lights're on there's power at the 30-terminal, and activating the momentary switch closes the relay terminals and powers up the fog lights, and the 85-terminal keeps the relay contacts closed when the momentary switch's released. The fog light will then stay on until the lights are switched off, and stay off unless the lights are on and the momentary switch is pressed. The only minor fly in the ointment is that once they're on, the only way to turn the fogs off is to switch the lights off but, if it stops your switchgear from melting (see Fig.10), that's a very minor consideration.

At some point over the next few issues you can expect some ramblings about workshop layout, solar power, workshop heating, and so on before normal service is resumed.

MR. BRIDGES

THE TRIUMPH OWNERS MCC
BAAAA..N TO BE WILD...
TRIUMPH

MIDSUMMER MOY-DER!

(A sensationally smutty everyday story of country folk)

FARMER SCRUMPY STARED ACROSS THE MISTY VALE TO WATCH THE SUN RISE OVER THE BACK OF HIS PRIZE SHEEP, BAABERELLA. HE NEVER TIRED OF THIS SIGHT, AND INHALED A HUGE LUNGFUL OF THE COLD FRESH AIR INTO HIS NOSTRILS NOISILY. "LOOK AT THAT, MOI LOVELY," SAID THE FARMER, "WHAT MORE BE ANYONE WANT FROM LOIFE?"

'Well, a bunch of flowers every now and then'd be nice,' mused Baaberella, shivering as she felt the farmer wipe himself clean in the wool on her haunches.

"Heaven itself can't be this bootiful," said Scrumpy, slipping his manhood safely behind patched corduroy once more. A deep throbbing could be heard in the chill morn (apart from the one in his pants) - a rhythmic, throaty noise that had him scanning the hedgerows for its source. He knew it was an engine, but it wasn't one familiar to his ears. "Who do you think that be, Baaberella? Too early for the village folk to be up and about, it must be an outzider. What be they doing, I wonder?"

'What *are* they doing, you inbred hick,' sneered the sheep.

"It be getting closer," said Scrumpy, walking towards the gate at the edge of the field, a look of concern on his face. "Don't want any more of them there Yuppies moving in from the 1980s asking I to make moi cows smell less like shit and more like the leather in their BMWs." He reached the gate and, placing his folded arms to rest on the top bar and one muddy wellied foot on the bottom, prepared his best 'We don't loike strangers round 'ere, moi lover' expression.

He looked up the road as the motorcycle swept out of the corner approaching his place of prepared disapproval. "He be shifting," said Scrumpy to Baaberella, who'd walked over to stand at the side of the curious farmer. "Hope he slows down afore he be at the village pond, we got some new ducklings that hatched last Wednes…" His rambling was cut short as his forehead was pierced by a chromed fork leg with such force that it stuck ten inches out of the back of his skull - he was dead before his tweed-covered back squelched into the mud with the required onomatopoeic squelch. The motorcycle continued its journey without a hiccup in its engine note.

Baaberella looked at the fallen farmer for a second and then, checking the coast was clear, thought, 'You've got a pretty mouth.'

……

Mrs Pauline Isabelle Selena Flaps, who never signed her name with all three initials, was baking with gusto in her cottage kitchen. There was a big day ahead, and she was on a mission to win back her 'Best Cupcakes' trophy at the village fate. She was determined not to be denied victory again - that Kipling bitch'd been lucky last year, and Pauline suspected Kipling's husband'd helped her, probably exceedingly well, but it was hard to prove, especially since he could keep his head when all around

MIDSUMMER MOY-DER!

him were losing theirs.

She blew at her fringe, which was flopping into her eyes again, as she frantically whisked at her cake mix - no electric wizardy-pokery for Mrs Flaps, it was always a hand job for Pauline and why not, her husband had never complained… except after that holiday they took in Thailand when he got ideas above his station. However, it turned out she was allergic to ping-pong balls, so that was the end of that little experiment.

Above the sound of beating, Pauline noticed there was a hiss of static breaking into 'Woman's Hour' that cut Jenny Murray off mid 'nad-chewing. 'Strange,' she thought, 'Radio 4 reception's usually so good round here. Oh my word, property values'll plummet!'

The static got worse and worse, and was then replaced by the roar of an engine that was obviously being given the beans. "What on earth is going on?" said Pauline out loud, slamming her mixing bowl on to her 16th Century, solid oak, kitchen table. "I bet it's one of those minorities that the Daily Mail told me about, coming over here, flying in on their drones to live in the tree at the end of my garden most assuredly, defecating foreign plagues on to innocent rabbits from the branches, and then invading my home to nail the soiled, diseased, furry carcasses to my fridge door. Yes, that's not an unreasonable conclusion to reach at all."

The sound got louder and louder until it rattled the very foundations of the ivy-festooned cottage. Pauline threw her kitchen window open, and thrust her head out. "Listen you illegal aliens, get the hell off my lawn before I call the Pol…" A noise like a whip crack sounded four times in rapid succession, and Mrs Flaps staggered back from the window and across her kitchen, moon-walking like a pro, with four NGK spark plugs buried in her chest. Each 'plug had its own gushing fountain of blood spraying the kitchen walls crimson, totally clashing with the 'Magenta Dawn' and 'Jasper Dew' colour scheme of the cabinets. She reached out for support from her mixing bowl, but was dead before her grasping fingers dragged it clattering to the floor.

……

The Reverend Green was with Miss Scarlet in the study with the candlestick, which is a really weird pet name to give to a penis, but each to their own. "I'm not sure if this ice cube thing is for me," said the holy man.

"Mmmm nnnn mmm," replied Miss Scarlet.

"Yes, I know you saw it on a DVD, but it's so cold… it reminds me too much of the late Mrs Green."

"MMMMM NNNN MMM!" said Miss Scarlet angrily.

"Sorry, sorry," said Reverend Green, "you're right, this's not the best time to mention her." He paused as he closed his eyes and tried to get into the situation, but continued to struggle to get jiggy wi' it. "Are you sure you wouldn't like a cushion for your knees? There's loads of them in the chapel."

"Mmmm nnn mmm."

"Okay, I'll give it a go," said the Reverend. He coughed to clear his throat like he always did before delivering a sermon to the villagers. "Ooooh, baby, suck it hard… suck it like you've never sucked before… suck it like… like… a Dyson? Amen."

"MMMM NNN MMM!"

"I'm sorry," he said, running his hands through his thinning hair, "I'm not very good at talking dirty. It's not something we covered at vicar school… much, and never with the lights on, but keep going - I *am* enjoying it and pretty soon I'm sure I'll feel something like the coming of the Lord."

"Mmmm nnn mmm."

"Yes, I suppose you're right, that was a little bit dirty." The Reverend Green closed his eyes and smiled, but only for a second or two. "Can you hear that?"

"Mmmm nnn mmm?"

"I can hear a bike." The vicar strained his ears. "It's a Bonnie, if I'm not mistaken, and by the sound of it it's going a fair lick up the vicarage path. Do you know how long I spent raking the gravel into place last weekend? Some people have no respect for the careful placement of pulverised rocks."

"MMMM NN…" Miss Scarlet's obvious annoyance was interrupted by the smashing of stained glass as a whirling 42-tooth rear sprocket crashed through the study window and cut a swathe across the room akin to an oily shuriken. The spinning cog ripped its way through Miss Scarlet's neck before burying itself deep in the vicar's groin, severing his femoral artery.

The Reverend Green looked at the sprocket protruding from his body and supporting Miss Scarlet's decapitated head as if it was being served on a plate dripping with blood for his approval. "Yes, that's definitely a Bonnie's." He buckled at the knees to flop across the headless, splayed body of Miss Scarlet. The slightly uptight vicar spent the last two minutes of his life unconscious, as his heart systematically pumped the eight pints of O-positive from his body on to the study's expensive Wilton carpet. The late Mrs Green would not have been pleased at all.

……

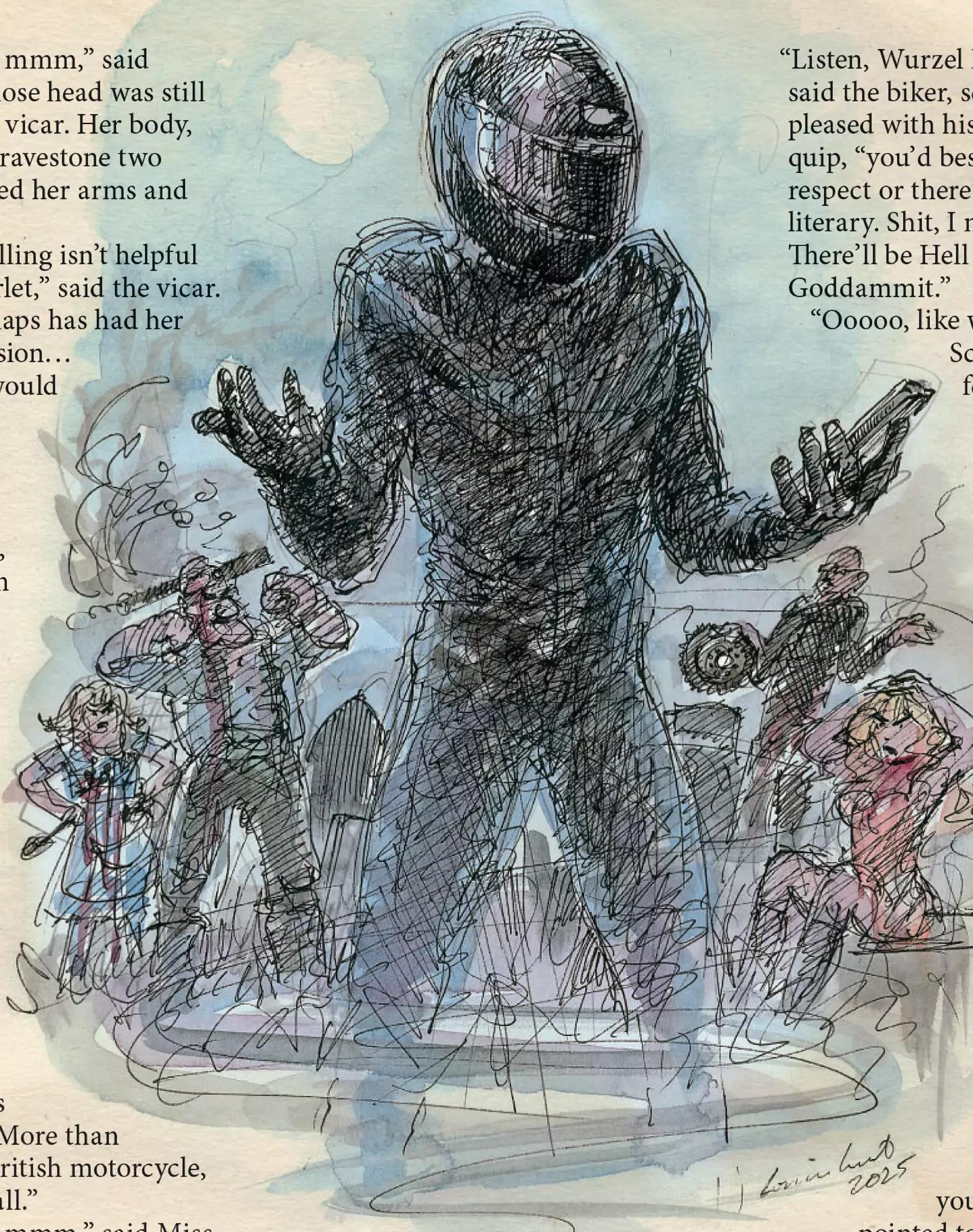
The village cemetery was bathed in silver moonlight, and a mist curled around the stone markers of the dead - a pretty cool scene worthy of any horror of a Hammer persuasion. Whether the four figures gathered in the cemetery realised, or even cared, how damn cool it all looked considering their predicament was up for debate.

"…straight through moi fucken 'ead."

"Mr Scrumpy, there is no need for that language," said Pauline Flaps. "We're dead, not city-centre savages."

"But look at it," said the farmer, touching both ends of the fork leg that pierced his skull, "I looks like a fucken' corkscrew! And for some reason all I can taste be kebab."

"I think Mrs Flaps is right," said Reverend Green, looking very pale indeed, "we should moderate our language."



"Mmmm nnn mmm," said Miss Scarlet, whose head was still 'attached' to the vicar. Her body, which sat on a gravestone two plots over, crossed her arms and legs in disgust.

"And name calling isn't helpful either, Miss Scarlet," said the vicar. "I'm sure Mrs Flaps has had her moments of passion… in the past… I would imagine."

"Okay, vicar," said Scrumpy, turning to face Reverend Green, and knocking an owl out of a tree with his cranial jewellery. "You be the one with the hotline to the other side, what the hell be going on?"

"Well, the only thing we all have in common is hearing the sound of an approaching engine moments before we died. More than likely a classic British motorcycle, from what I recall."

"Mmmm nnn mmm," said Miss Scarlet from the vicar's crotch.

"What? Oh yes," agreed the vicar, "it did sound like the one that's approaching now… oh dear Lord, whatever next?"

"Probably get our fucken legs cut orf by a brake cable or summat," mumbled Scrumpy.

Out of the mist, its movement swirling the damp air into diving eddies and adding a deeper freeze to the already cool of the scene, emerged a motorcycle. Astride its saddle, a rider clad in black leather, neck to foot, with a full face helmet of the same hue topping off the ensemble.

"I knew it," smiled the vicar, "it's a Bonneville. A 1969 T120R, if I'm not mistaken."

"Who cares?" said Pauline Flaps. "You need to have a stern word with the murderous hooligan about civic duty and responsibilities. And the country code, littering the place with scrap motorcycle parts is not on."

The rider stopped the bike, killed the engine, dismounted, and from behind a blacked-out visor said: "I know you know why you're all here tonight, and yet I cannot smell the perfume of remorse on the air." His voice was deep with gravitas, and tweaked with a slight echo, perfect for reverbing off gravestones.

"Oi knows why we be here," said Scrumpy, "because some prick was using motorcycle parts as murderous ordnance around the village with no thought to the safety of others."

"Listen, Wurzel Bumridge," said the biker, secretly a little pleased with his clever cultural quip, "you'd best show me some respect or there'll be Hell to pay… literary. Shit, I mean literally. There'll be Hell to pay, literally. Goddammit."

"Ooooo, like what?" said Scrumpy with mock fear. "You going to shove another hard shaft into my face and get it lodged there?"

"Mmmm nnn mmm," said Miss Scarlet.

"Yes, I know you know how that feels," replied the vicar, "but getting upset isn't going to help the situation, and this predicament isn't all my fault."

"Actually, it is," said the biker, "it's all your faults. You!" He pointed to Scrumpy. "You ran your combine harvester over a biker couple when they camped in a gateway to your land one night to get shelter from a storm."

"What?!" said Scrumpy. "Be you fucken mental? Oi knows who you be now, you be the Dim Reaper."

"I'm warning you," said the mysterious biker, a slight crack of stress in his tone, "one more word from you and I'll…"

"Oi hold one of the biggest bike rallies in the county on my land every year," interrupted Scrumpy. "You may'ave heard of it - the 'Woolly Clam Rally'? Why the hell would Oi run bikers over in a combine? Especially considering all moi land be turned over to livestock, and I don't own or use a combine harvester?"

MIDSUMMER MOY-DER!

The faceless biker held his accusing finger up for a few seconds searching for a come-back to Scrumpy's argument, but he failed. Instead he swung his still accusatory digit across to stab at Pauline Flaps. "What about you then! I dare you to deny you fed a biker a poisoned cream tea when he stopped in your café not one year from this day because you thought his presence would ruin the chances of 'Village of the Year' being awarded to this... would you call it a village or a hamlet, I'm never sure when the scales tip over."

"Don't talk rot," said Mrs Flaps, "I've been catering the rally on Mr Scrumpy's farm for years, and I've never had one complaint from the lovely bikers. And if you suggest anything otherwise about my cooking, I'll take these spark plugs and shove them up your… well, you know where I mean."

"Okay, okay, sorry," said the helmeted chap, and sighed deeply before moving on with his incriminating indicator. "You then, sky-pilot," he said with the best sneer he could, though it obviously lacked the confidence with which he'd first started the round of accusations and besides, no one could see it, "You…"

"Can I stop you there?" said Reverend Green. "Would it surprise you to learn that I am the Chairman of the Triumph Owner's Club for Wanking-on-the-Marsh?"

The biker dropped his finger. "I'm sorry? Chairman for the what, where now?"

"Triumph's Owners Club, Wanking-on-the-Marsh."

"Not, Wanking-in-the-Moss?"

"No," spat Scrumpy, "that pit of biker-hating scum be the next village over."

"And they can't bake for toffee either… or bake decent toffee, in fact," added Pauline.

"Mmmm nnn mmm," confirmed Miss Scarlet.

The biker slapped both hands on to his helmet. "Bloody stupid Sat(an) Nav, I think they spent more time and money on the stupid pun than the tech inside it. And that only works if you see it written down as the '(an)' is silent. I am *so* sorry," he said, with an embarrassed chuckle. "It's obvious that I've made a terrible mistake. Next village over you say? What a knob. I'll never live this down at the next Avenging Angels do."

"I suppose these things happen," said Reverend Green, trying his best to stay Christian and suppress the desire to rip this demonic dickhead limb from limb... or tentacle from tentacle, for all he knew.

"So be what happens to be us now be?" said Farmer Scrumpy, totally losing his grasp of rural vernacular.

"Well, and you'll laugh at this, you all stay here for the next one hundred years cursed to exist as the undead, trapped within the walls of this cemetery until you learn your lesson... not that you have a lesson to learn, it seems," explained the Avenging Angel. "I must admit I feel a bit bad about this. Now that I've met you, you all seem really nice people."

"A hundred fucken years?!!" shouted Scrumpy. "I be going to rip your fucken 'ead orf!"

The Avenging Angel raised his hands. "Whoa, I wouldn't do that, big guy - attacking an Avenging Angel adds another hundred to the stir. Sorry." Farmer Scrumpy muttered something and kicked his ecotoplasmic wellie through a gravestone. "Anyway," said the biker, "must dash, seems I've got a bit of a clean-up job to do before I can knock off tonight." He threw his leg over his bike, and fired up the engine. "Boy, am I glad this visor's one-way - I am so embarrassed about this. I tell ya, my skull's crimson right now." With a twist of the throttle, he was once again lost to the mist.

"Anyone got any ideas on how we should pass the time?" said the Reverend Green, eventually breaking the silence. "Does anyone have a copy of Travel Scrabble on them?"

"Mmm nn mmm nnn?!" insisted Miss Scarlet.

"Oh, of course," said the vicar, gently removing the woman's head from his…er, person.

"About bloody time," said Miss Scarlet, rolling her jaw around to relieve the cramp. "Would you mind?" she added, directing her eyes toward the rest of her body.

The Reverend carefully walked the head to its seated body and rested it on the raw, jagged neck of the blonde. "Better?"

"Much," said Miss Scarlet, after deciding an affirmative nod would probably not be wise.

"I never thought I'd say this," said Mrs Flaps, "but I feel a bit sorry for you, Miss Scarlet. Although we're all here due to a gross geographical error of an utter half-wit supernatural being, you also appear to be innocent collateral damage in this sorry tale."

Miss Scarlet smiled briefly. "Well, to be honest, I did once kidnap, kill, and butcher a couple of police community support officers into succulent joints before holding a 'vegan' barbecue for that hippy retreat on High Meadow."

"Specials?" said the vicar.

Miss Scarlett didn't nod.

"I'm sure God will find it in his heart to forgive you." Mrs Flaps and Farmer Scrumpy mumbled their agreement with the reverend's theological theory.

"Right, who's for I-Spy?" said the vicar cheerily.

"Oi'll start," said Scrumpy. "Oi-Spy with moi little oi something beginning with… the vicar be a prick."

……

And so another rural day'd passed, and the sun readied itself to sneak up on the folk in the country to catch them at whatever it is they do to each other in those mysterious fields dotted with giant men of wicker and eleven-fingered banjo players… as in banjo players with eleven fingers, not eleven banjo players that've been fingered, but then again, you never know - this be the countrysoide, moi lover.

Dum de dum de dum de dum, dum de dum de dum dum. Dum dee-diddly, dum dee-diddly, dum dee-diddly dum. Dum de dum de dum de dum, dum dee-diddly dum.

SIF

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ULTRA COOL (well, cold)
REDMAX BSA
UKRAINIAN DNEPR
GENNY SHOVEL
ERSATZ VINCENT

November 2024

- Stunning Ukrainian chop
- Cool Generator Shovel
- If Vincent was here

The Original Custom Bike Magazine
BACK STREET HEROES
BSH CUSTOM CHAMPS 2024
THE WINNERS!
ISSUE 488
BOOGIE BEACH
STAFFORD

December 2024

- Eye-catching Hayabusa chop
- Best Custom's a family fave
- Beeza's simply the best

The Original Custom Bike Magazine
BACK STREET HEROES
ISSUE 489
THE 101 RUN
CASSINGTON BIKE NIGHT
MPH VINTAGE SPRINT
LEAF-SPRING HONDIAN
HOSSACK-FORK CHOP
SHOVELHEAD
TDM850 CHOP
BSA BOBBER

January 2025

- Dream shovelhead Harley
- TDM850 stunner
- Clean, simple Beezer

The Original Custom Bike Magazine
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ISSUE 490
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RAT & SURVIVAL
THREE BSH CUSTOM SHOWS
SUBLIME MZ
VINTAGE-STYLE PAN
RIGID BANDIT 'FIGHTER
SURVIVOR NORTON
SWOOPY SEASIDE TWIN CAM

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- Sprinting – Man oh man
- Twin-cam long chop

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TWO RIDICULOUSLY FORKING LONG CHOPPERS
TWO SUPERB SUZUKIS
BRUTISH BMW
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The Original Custom Bike Magazine
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PERFECT GSX11
ONE-OFF SUBARU
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BAD WABBIT SHINDIG
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- It's an El of a panhead
- GSX sparkling – 20 years on
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WCC CFL
BANDIT STREETFIGHTER
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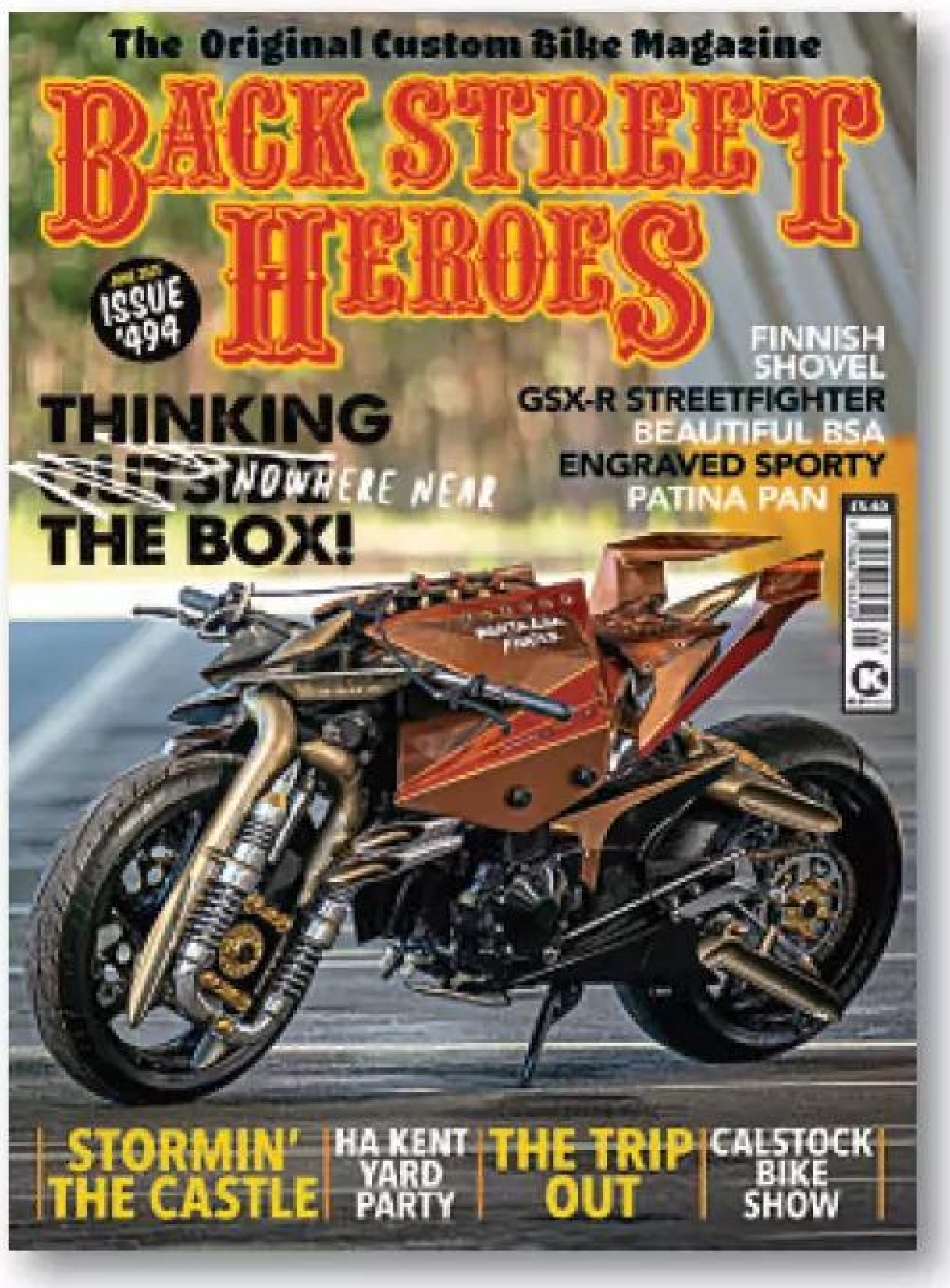
May 2025

- Tom goes Frisco style
- Chop on a racetrack?
- The very best of tank art


The Original Custom Bike Magazine
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FINNISH SHOVEL
GSX-R STREETFIGHTER
BEAUTIFUL BSA
ENGRAVED SPORTY
PATINA PAN
THINKING NOWHERE NEAR THE BOX!
STORMIN' THE CASTLE
HA KENT YARD PARTY
THE TRIP OUT
CALSTOCK BIKE SHOW

June 2025

- Performance streetfighter
- Patina panhead marvel
- Last-ever Calstock show

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WIN A BONNIE!

The National Motorcycle Museum's just announced that the first prize in their Summer Raffle is a 1981 Triumph Bonneville Royal Wedding 750cc Bonneville (Limited Edition) – one of just 125 ever made! Second prize is a £1,500 Sealey Tools/NMM voucher for you to use to a value of £1,500 on Sealey Tools in the National Motorcycle Museum shop, and third is a Sealey Tools Patriot roll-cab tool cabinet (valued at £719.95) in a choice of Union Jack, George Cross, Scottish, Welsh, or Irish flag designs.

Tickets cost just £3 each, and you can buy them through the Museum's website at **www.thenmm.co.uk** The draw'll be Sunday, 26 October at their Museum LIVE event. Good luck!

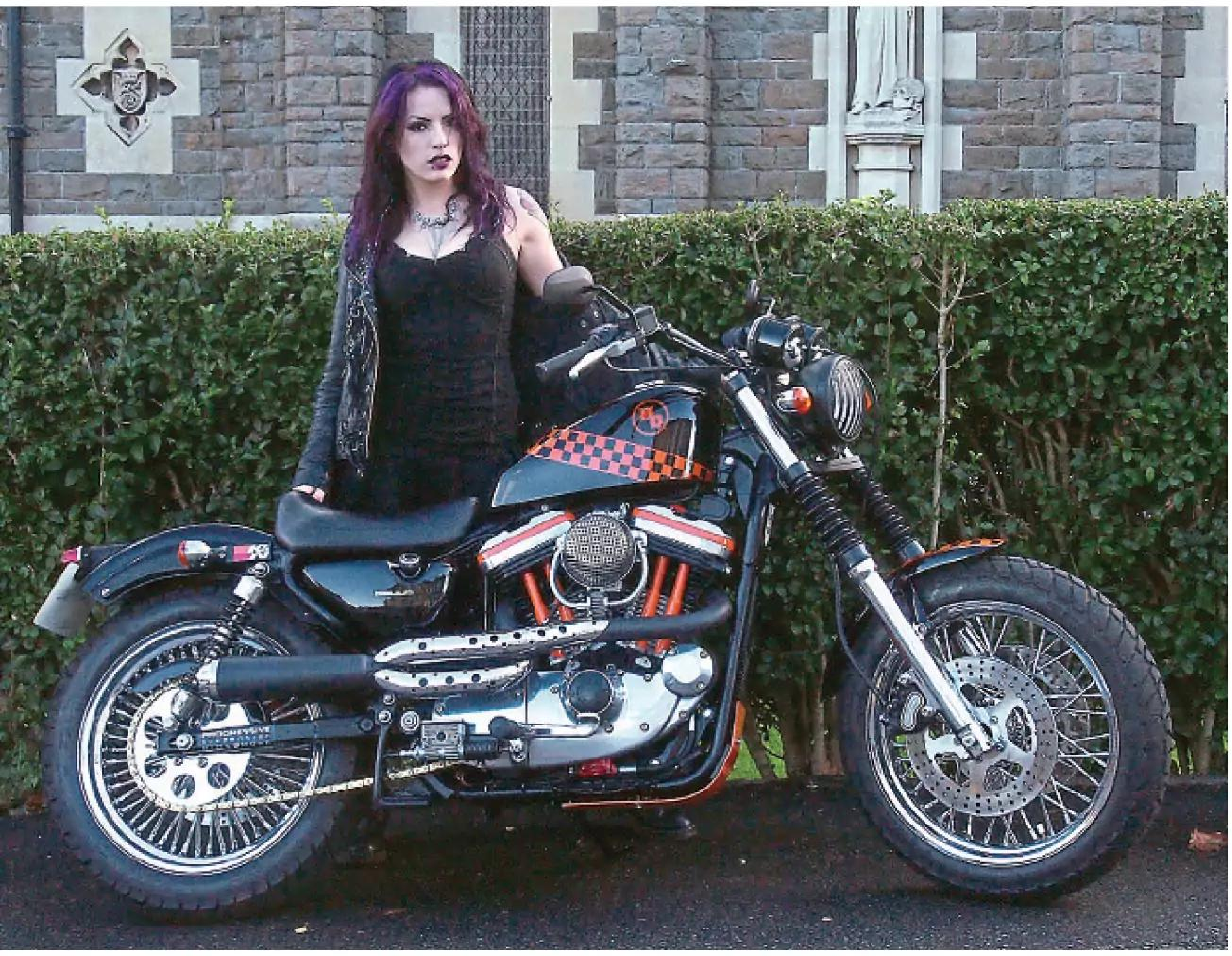
RIDERS' RESISTANCE WEEKEND

MAG (Motorcycle Action Group) has announced that 5 and 6 July'll be their Riders' Resistance Weekend – a two-day national event with demonstrations across the UK where motorcyclists from all regions're called to unite and raise their voices in opposition to the continued threat of a government ban on the sale of new conventional internal combustion engine (ICE) motorcycles.

This weekend of action's in direct response to growing anger within the motorcycling community – the Government's continued dismissal of riders' concerns, and especially its plans to phase out the sale of petrol-powered bikes, has sparked widespread frustration, and MAG is organising regional demonstrations throughout the UK to give riders a powerful opportunity to take a stand.

The London and South of England Demo'll be at the Ace Café on Saturday, 5 July from 4pm; the Yorkshire and Northeast England Demo'll be at Squires Cafe from 10am the same day; the Northern Ireland Demo'll be at the gates of Prince of Wales Avenue at 2.45pm that day; and the South Wales meeting points'll be set locally to converge at the DVLA offices in Swansea, at the Long View Roads Car Park, at 2pm that day, too. On Sunday, 6 July, the Northwest Demo'll meet at Lea Gate Service Station on the A583 Blackpool Road in Preston at 11am. All these details, and more, are on MAG's website at **www.mag-uk.org** and on local pages, too.

This's more than just a protest; it's Riders' Resistance – a movement to preserve the future of motorcycling in the UK, and a critical step towards the long-term acceptance and encouragement of our community. Make your voice heard!



HELP! WHO'S THIS?

Yes, it's another in our occasional series of 'Whose bike is this then?' We've had these pics of a rather cool Sporty and a particularly photogenic lady knocking about a wee while, but no one's got in touch and said: "Oi, why haven't you used them pics of me bike?"

So, if you know whose bike this is, please drop me a line at **nik@backstreetheroes.com** – ta muchly.

NCC PUBLIC EVENTS

Following a recent letter explaining that the writer wasn't aware that NCC (National Chopper Club) events (not Runs) are open to the public, we thought we'd give you the listings for June and July.

7 June – NCC Somerset, Cheddar Valley Rugby Football Club (BS27 3DR)

8 June – NCC Surrey, The Dog & Duck, Redhill (RH1 5QU)

13-15 June – NCC Shrops, A41 Tern Hill (TF9 2JQ)

22 June – NCC Kent, The Railway, Wateringbury (ME18 5EB)

29 June – NCC Cambs, Foreman's, Ring's End, Wisbech (PE13 4DB)

5 July – NCC London, The Ace Cafe (NW10 7UD)

6 July – NCC Beds, The White Horse, Husborne Crawley (MK43 0XF)

H-D AT MOTO GP

Well, not quite like that – Harley and MotoGP're launching a new global racing championship featuring Harley-Davidson bagger motorcycles, debuting in 2026. The twelve-race series'll be run at six Grand Prix across Europe and North America, with riders battling it out on race-prepared Harley-Davidson Road Glides in two races per round.

The machines, engineered by Harley-Davidson Factory Racing and built for head-to-head competition, weigh approximately 280 kilograms and produce over 200 horsepower and 245Nm (180lb-ft) of torque, and'll reach speeds of over 185mph. Every bike'll be identical, ensuring close competition, and the grid's expected to comprise six to eight teams, each fielding two riders, supported by Harley-Davidson Factory Racing.

Those looking to join the growing field or explore sponsorship and media opportunities can contact **factoryracing@harley-davidson.com**

FARMYARD PARTY

The Farmyard, as it's colloquially known, returns for its 37th year over the weekend of 20-22 June, and as ever it's run for bikers by bikers, in aid of bikers all over the UK.

As usual, there'll be the huge Big Top main stage; an additional three stages with their own bars; music for all tastes, young and old alike, with over 30 acts performing; two secure camping fields (one with fires allowed, and one without); the cleanest loos on the rally scene; caterers offering food from around the globe; a real ale marquee; a huge trader village; the Saturday afternoon bike show; probably the biggest comedy show at a bike event; and much, much more.

Tickets cost a very reasonable £50 in advance (way, way cheaper than an equivalent festival!), and you can get them from **0800 988 3199** or **www.farmyardparty.com**

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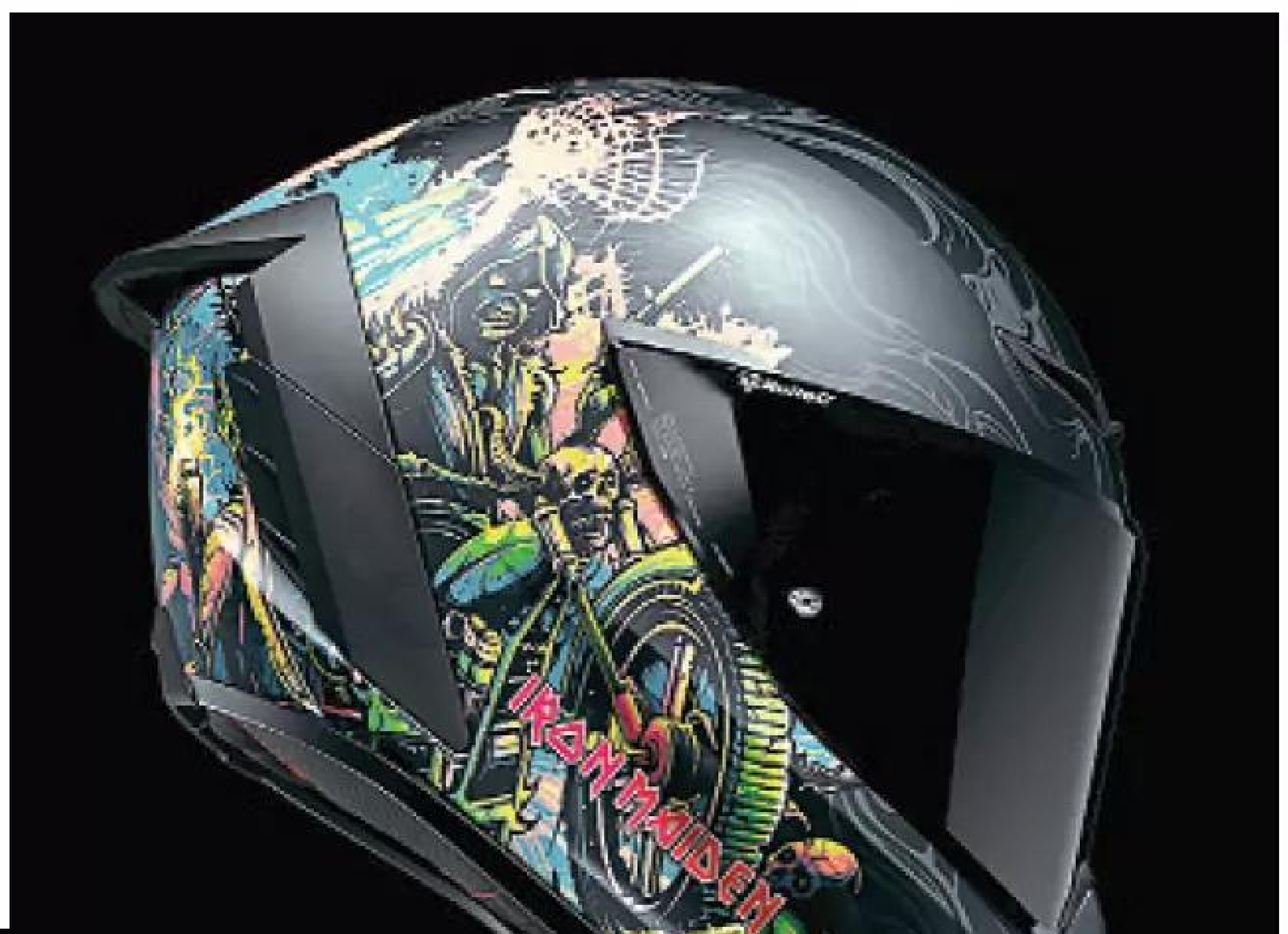
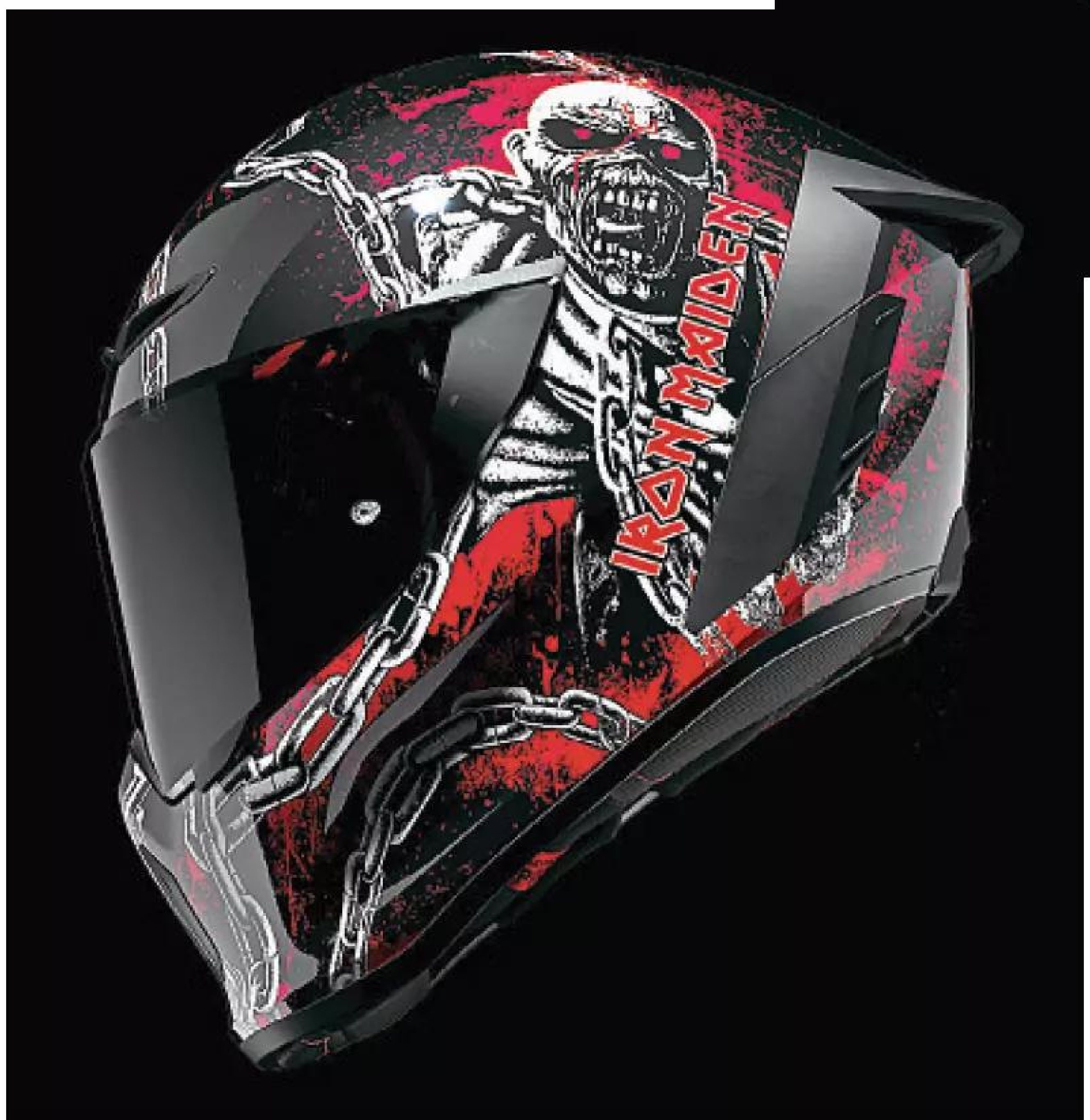
RUROC & IRON MAIDEN

British helmet brand Ruroc have announced a collaboration with the seminal British heavy metal band Iron Maiden to offer a new two-design range based on their excellent EOX helmet: the EOX Iron Maiden (Piece of Mind), and the EOX Iron Maiden (Writing on the Wall).

Piece of Mind was inspired by Iron Maiden's iconic 1983 album, most famous for its hit single 'The Trooper', and is a tribute to the legendary Eddie; chains wrap around the helmet while blood splatters across a moody black shell, and it pays homage to one of the greatest metal albums of all time. Writing on the Wall was inspired by Dan Mumford's 2021 cover artwork from the 2021 album Senjutsu, and features a cloaked rider tearing across the side of the helmet, equipped with a six-shooter, and engulfed in radioactive reds and greens. Both're based on their renowned, and very high spec', EOX, and they have a futuristic look suited to all kinds of bikes.

The helmets, EOX Iron Maiden (Piece of Mind) and EOX Iron Maiden (Writing on the Wall), retail at £499. To find out more information visit **www.ruroc.com**





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RSD SECTOR RISERS FOR 1&1/8s 'BARS

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These RSD Sector risers offer an innovative solution for riders looking to elevate the comfort and control of their motorcycle by dialing in their hand-controls' position. They fit any H-D with 3.5-inch centre riser holes in the top yoke, and come as either individual risers or as one-piece top 'bar clamps, come in a choice of two, three, five, eight, and ten-inch heights as individuals or in two, three, five, six, eight, ten, and twelve-inch heights as one-piece top clamps, are machined from 6061 aluminium and then anodised black, and come with black stainless Allen bolts.

Get yours from anywhere that stocks the Zodiac range or **www.zodiac.nl**

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MOTOR OIL
MOTOR OIL

Add a retro touch to the home, garage, or mancave with these vintage-inspired storage tins (RRP £8.95), featuring a timeless motor oil design. They're perfect for storing everything from utensils in the kitchen to tools in the garage or 'cave, and look as cool as hell.

Get yours from **www.rexlondon.com**

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RACE SERIES
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Born from a single piece of solid billet aluminium, the Race Series Monobloc Caliper cuts no corners in providing the very best stopping power for H-D motorcycles. Large diameter pistons, combined with the extra rigidity of a monobloc design, provide a staggering 20% increase in stopping power over OEM units, and they come in all black, or black with clear anodised contrasts.

Compatible with ABS and non-ABS brakes, and with OEM or aftermarket master-cylinders, they fit Dynas from 2000-2017; V-Rods from 2006-2017, XL Sportsters from 2014-2022; Softails from 2015 to present; all 96/103/107/114CI Touring bikes from 2008 to present; all 117CI Touring models from 2018-2023; Trikes from 2009 to present; and also Sportsters from 2000-2013; Softails with 41mm forks (2000-2014); and Touring models from 2000-2007 and V-Rods from 2002-2005 when upgraded to 11.8-inch (300mm) discs.

PERFORMANCE MACHINE
RACE SERIES
MONOBLOC

Get yours from anywhere that stocks the Zodiac range or **www.zodiac.nl**

WEMOTO PHONE PADDOCK STAND

Born from the world of motorcycle racing, this great phone stand blends precision and attitude, turning a simple phone stand into a statement piece. A tribute to the paddock stands of superbikes, this miniature marvel holds your phone with purpose and flair, because even your phone deserves a pit stop in style. Whether it's race day or workday, keep your device upright, ready, and worthy of the podium.

They cost £8.99 from Wemoto on **01273 597072** or at **www.wemoto.com**

ROADSKIN AA-RATED CARGO TROUSERS

These Roadskin AA-rated Cargo Trousers're probably the best bike cargos/combats I've had since my beloved old Merlins finally gave up the ghost after many years of service, and they feel as though they're going to last just as well, if not better.

They're definitely not your average riding trousers. They're fully lined with 340gsm 100% military-grade aramid (DuPont Kevlar), which's five times stronger than steel, providing superior abrasion resistance in case of an accident. They're not bulky though; they're designed to give you full freedom of movement without sacrificing protection, even though they have a unique mesh inner that helps prevent skin road rash and loss during a spill and creates airflow around your legs at the same time. They're double-stitched for strength, and the built-in stretch allows them to go over most boots. They come with easily removable CE Approved Level Two knee and hip armour, held in comfortable, adjustable, internal pockets, and the external cargo pockets, while not quite deep enough to take a smartphone, hold most of the stuff you'll need for day-to-day riding.

Available in three different leg lengths (30 inches/32 inches/34 inches), and in waist sizes 30-46, they cost a very reasonable £149.99. They're not available in shops, though – you can only get them through Roadskin themselves at **www.roadskin.co.uk** or at their stand at leading events, but're definitely worth going that extra mile for.

LS2 ADVANT II

LS2 Helmets have unveiled the next generation of their popular dual-homologated Advant 180-degree flip-over helmet. Even more versatile than the outgoing model, it boasts an upgraded shell, with 6K Carbon components, and a new visor-locking mechanism. The new lid features a shell that's comparable to much more expensive high-end composites, and is strong, flexible and light, with the new carbon elements adding extra strength without a weight penalty (it weighs just 1750g).

It's dual homologated so you can legally use it in both open and closed positions on UK roads; a sophisticated opening mechanism positions the chin bar close to the face; a new advanced locking system ensures the visor remains securely closed during riding; there's an integrated flip-down sun visor, and a PINLOCK 120 MaxVision anti-fog insert too; a COOLMAX Liner for comfort in both hot and cold weather; Emergency Release System cheek pads allow safe removal in an emergency if needed; and there're pockets in the lining to accept speakers for intercom/phone use. The new Advant II's available in four solid colours, priced at £249.99, and five graphic designs at £269.99, in sizes XS-3XL, and, having crashed heavily in one of the older, less protective, models and suffered no ill effects, I have every confidence in this new higher-spec lid. It's light, comfortable, flips open and closed easily with one hand, and feels secure on the bonce – just what you need! It's also significantly cheaper than other manufacturers' offerings, too. Find out more at **ls2helmets.com**

H-D DEFLECTOR 2.0 RIDING FLEECE

Ideal for the summer, this hoodie-style riding fleece's comfortable and lightweight, and abrasion-resistant, and now comes with excellent, ultra-light, ultra-comfortable, D3O Ghost armour in the shoulders and elbows that offers the highest levels of protection in the event of a fall, but is so comfortable-feeling you almost immediately forget it's there.

There're two 'kangaroo' pockets on the outside (the right with a neat little hidden zip to keep your wallet or phone where it should be), and a usefully-sized inner one too, and the garment's made from rugged polyester with a cotton polar fleece, and a breathable mesh lining, so it's windproof and warm when you need it to be, and also, as the venting's been enlarged, perfectly cool on a hot day. Visually, there's an adjustable hood, and an iconic, yet understated, Harley-Davidson logo on the back.

I wore this on both hot days and cooler nights, and it was both cool in the day, and warm enough on an hour-plus journey at night, and feels light and comfortable, yet has the reassurance of the D3O Ghost armour protecting you, too. Impressive!

Available in sizes S to 4XL, it costs £297 from any H-D dealer or direct from H-D themselves through their website at **www.harley-davidson.com**

Letters

NEED TO AGREE, OR EVEN DISAGREE, WITH SOMETHING YOU'VE SEEN IN THE MAG?
HEARD A BLOODY AWFUL JOKE YOU THINK WE SHOULD GROAN AT? EMAIL **NIK@BACKSTREETHEROES.COM**
OR SEND IT SNAILMAIL TO THE ADDRESS SOMEWHERE IN THE MAG!

star LETTER

The best letter each month wins a BSH tee-shirt

DEAR BSH,

It was a lovely day last Friday, ninth of May. I decided to ride my classic 350 BSA, in metallic green, to visit my parents' graves at the local cemetery. I bought some lovely white roses from Morrisons (four quid, bargain), and was pleased to see you can ride right in – great.

This year, VE Day celebrations (dad was an 18-year-old D-Day veteran) and mum's birthday coincided, and I parked up next to their graves, wandered off to get some water for the aforementioned flowers, and returned a short while later to discover me bike'd been nicked! What would my parents think of this sad affair? Is this the society young men died for? I feel ashamed.

I wasted fifteen minutes trying to phone the Police, then went to the nearest police station – closed! I went on-line and had to answer questions that should've taken fifteen minutes, but took forty-five. I know I'm a technophobe, but I had to answer a lot of irrelevant questions about my ethnicity, disabilities (if I had any), and would I need counselling? Then the system'd review my answers to see if a crime had occurred (?!?), and then I'd have to wait up to seven days for an incident number – that's far too late, the bike could be just a pile of bits in an hour.

So please, everyone, lobby your MPs to review the system – go on-line and laugh at the questions, before you have to for real, and ask to see why motorcycle theft's not important enough a crime to waste resources on. Ask your mates who've had bikes nicked and see if their experiences were favourable or not. I guarantee they won't be! Oh, and if you get offered any cheap BSA bits round Plymouth, please don't buy them!

MARTIN HOSKING

Mate… the bastards, and on VE Day, too – lest we forget? I think we forgot years ago. I know it won't help much, but have a BSH tee-shirt.

DEAR BSH,

I started my motorcycle adventure in 1972, and was aware back then of, and quoted, the mantra 'Jap crap, never last' – wrong on all counts.

Recently, my fantastic 800 Intruder started getting too much for my knee, which thinks it's funny to occasionally spontaneously give way – usually at a junction or traffic lights. So, last year, after it'd happened three times, I opted for a lighter machine (the weight being the main criteria), and plumped for a (Chinese) Keeway 302 cruiser – just over half the weight of the Intruder.

Even loaded with camping gear it'll do motorway speeds easily, with spurts of 85/90 for overtaking, and returns 90-ish to the gallon. On a group ride last week, at 97 miles on the trip it took just 4.4 litres to fill back up again!

'Chineseium, the softest metal going' is the newest mantra – hoping to be proven wrong again.

PETER FLINTOFF

You do what you have to do to keep riding, don't you? Ridden a few Chinese bikes, they just keep getting better and better.

DEAR BSH,

At what point did seeing cars in ditches become normal? Is it just me? And not just in ditches, but on their roofs in fields, stuffed halfway through hedges, wedged between trees off the road. I live in a fairly rural area with twisty lanes, uneven surfaces, and the Mendip Hills, but it's got to the point where seeing a car very firmly stuffed into the scenery isn't even commented on. It'll sit there for days, wrapped in blue police tape, the hazard lights gradually slowing down and fading.

Is this happening all over the country?

DRIFT SNOWBARGER

Yup, pretty much. Seen some belters over the last couple o' years meself.

DEAR BSH,

Sad news about Steve Myatt. I used to buy the American mags in the late '70s/early '80s and clearly remember a mate walking into the local haunt for bikers in York, the Richard the Third (known as The Grobs, ask Andy Hornsby, he'll give you the sordid, alcohol-soaked details of the place!) clutching the first issue of BSH. We

were all gobsmacked – it was exactly what we'd been missing; less California, and more Castleford.

Thank you, Mr Myatt, a huge debt is owed. RIP.

ADE BERRYMAN

DEAR BSH,

My condolences to all at Back Street Heroes. Steven Myatt showed me the way to the biker life when I was 17 years old with his magazine.

JOS LIEVENSE

DEAR BSH,

Unwanted hardening: There was nothing to know. I was walking home from the woods where nothing changes. From the trees and the shadows between, a dark figure in my peripheral catches the corner of my mind. The mother calls tearing me back into this world of harsh realities, flashing lights and confusion. Turned away, my soul can't have been ready.

Now my days are to be painful for a while. My dreams spent in dark places filled only with wild sounds and ugly thoughts. Flashbacks crowd my mind, my vision blurred with bloodshot, all my old wounds erupt. I have to remember how I saved myself last time because no one is coming. Instinct bites. Adrenaline surges all over me like a torrent of red-hot blood, flooding me out of the ditch, spitting me over the side like a wasted shot, like cud, like sleep from the eye of the fatemaker. I feel nothing.

Clawing at the carcass, I am over-charged, crackling with piercing red chanting screams. I drag the wreck out and drop it definitely. Down! I break with it, pinned by this part of me I have no means to mend. I couldn't afford to live and now I've lost the one part of me that did anyway. I had everything for just a moment along the razor's edge. Cut away from me, I live on. The light fades further into black as I push the wreck along the road, my dreams gain ground escaping my grasp. Everything thrown into the darkness of questions I don't know where to find the answers to. Conjurable only from anger.

This will not defeat me. This cold road will know a scolding from my tyres again. Fear of its black mask will have no quarter in my heart! I will recover, I will rebuild. I will not die! I am the rider and I will meet you on the road!

JAMES LINNELL

DEAR BSH,

Just watched the video of Rich's BSA on your YouTube channel – honestly, who needs £20,000 bikes when you can buy and build a piece of REAL English history like this?!?

This Beeza is beautiful with a capital B. Well done, sir! Peace, out.

@ANDREWBULL3537

It is cool isn't it? See it in BSH 489 (back issues from **www.backstreetheroes.com***) if you missed it.*

DEAR BSH,

I went to the Kickback Custom Bike Show in April with my husband as we'd entered our chopper into the show, and really enjoyed the weekend. We'd never been before, but're definitely going again! There were so many absolutely amazing bikes and cars to see, the exhibitors with stalls were of really high quality, especially the artists and jewellers, and I thought the Two Brothers Stunt Team was fantastic – the stunts were absolutely awesome, and they put on an unmissable show. I watched every single show, why wouldn't you?!? They made my weekend – a week's gone past and I'm still buzzin'! Loved it. Oh, and the Drift Car #479 with Rich Graham was brilliant as well!

We met some really great people that I'll keep in touch with, and hope to see again.

SANCHIA M

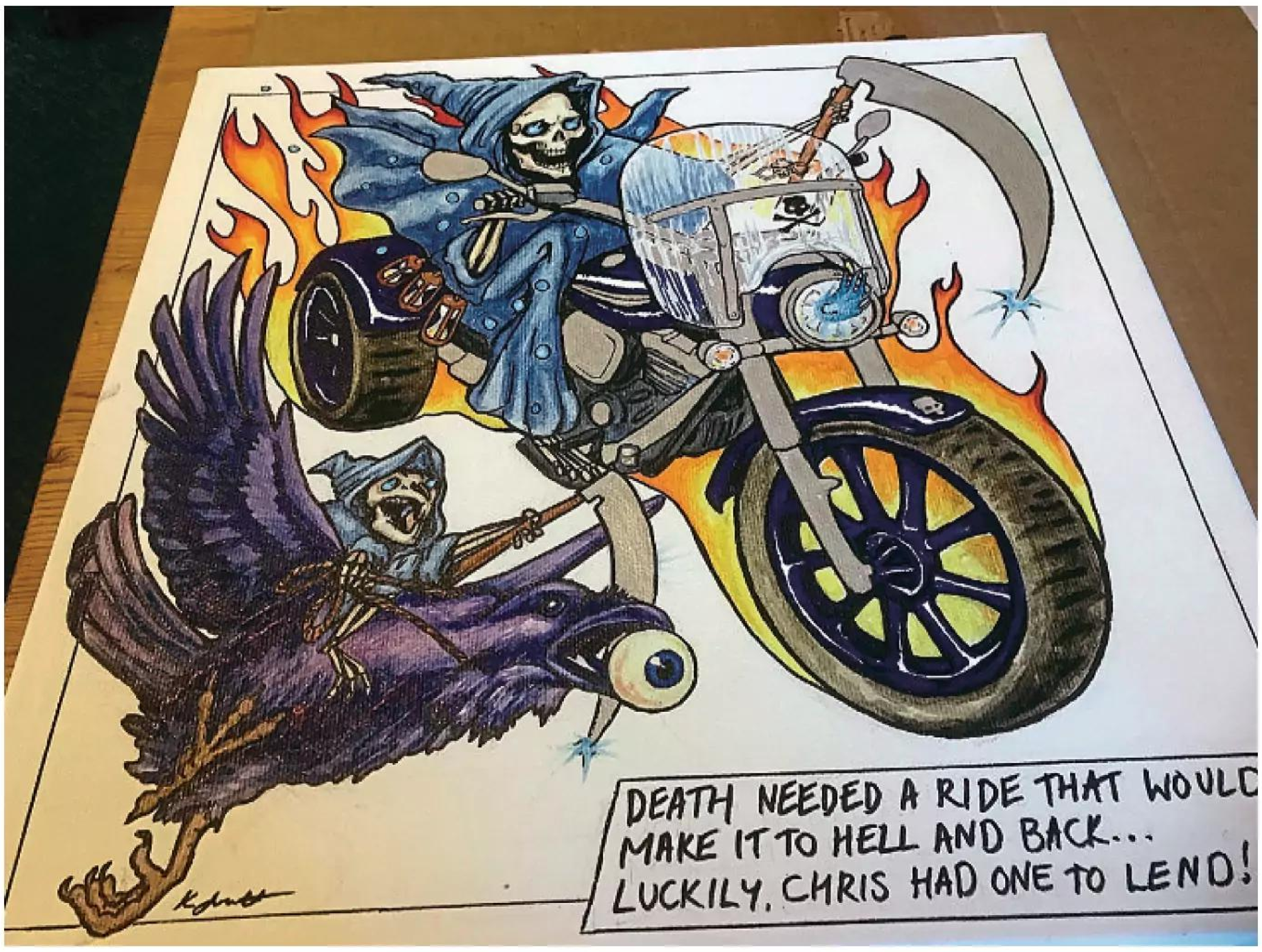
DEAR BSH,

Another learner throws away the L-plates and joins the big league! Congratulations to Paula on her Mod 2 pass!

Also massive thanks to instructors Ben, Ginge, and Russ from Sam Taylor's Bikes in Blackpool.

JOHN LLOYD

Nice one, well done Paula!


DEATH NEEDED A RIDE THAT WOULD
MAKE IT TO HELL AND BACK...
LUCKILY, CHRIS HAD ONE TO LEND!

DEAR BSH,

This is the amazing painting my daughter did for my 70th birthday, based on my Midnight Star trike and taking inspiration from the late, great Terry Pratchett. I hope you can include in an issue? If you want to see her other artwork check out **www.beetlekell.co.uk**

Great mag, keep up the good work.

TRIKER CHRIS

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Kempton AUTOJUMBLE
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• EARLY BIRD ADVANCE (FROM 8:00AM) - £9
• UNDER 16S FREE
kemptonautojumble.co.uk

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Events

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JUNE

1 June: Sunbeam MCC's Rose of the Shires Run from Great Brington, Northants. More info' from 07850 870094 or robertbayman@btinternet.com or www.sunbeam-mcc.co.uk

1 June: VJMC & Japanese Bike Bonanza at the Sammy Miller Motorcycle Museum, Bashley Cross Road, near New Milton, Hamps (BH25 5SZ). More info' from www.sammymiller.co.uk

2 June: MAD Sunday & MAG London at the Ace Cafe, London. More info from www.london.acecafe.com

5 June: Late Night at Krazy Horse, Lamdin Rd, Lark Valley Dr, Bury St Edmunds, Suffolk (IP32 6NU). More info' from www.krazyhorse.co.uk

5-8 June: Unwanted MCC's Bike, Trike & Custom Show at The Rockbar, Shobnall Sports & Social Club, Shobnall Road, Burton upon Trent, Staffs (DE14 2BB). More info from www.unwantedmcc.co.uk

6 June: Vintage & Custom Bike & Car Show at The Red Lion, High Street, Elstow, Beds (MK42 9XP). Free entry. More info' from Facebook.

6-7 June: Cruise4Crews' Prison Break Out from Shepton Mallet jail at 9am. More info' from Facebook.

6-8 June: Chopper Freakers Band's Chopperfest at Blénod-lès-Pont-à-Mousson, 54700, France. More info' from Facebook.

7 June: Chopper Club S. Ireland's Day Show at The Welcome Inn, Rockfield, Dungarvan, Co. Waterford, Eire (X35 TX36). More info' from Facebook.

7 June: Brothers in Arms MCC's D-Day Rally at Loch Lomond Rugby Club, Beechwood Dr, Alexandria, West Dunbartonshire (G83 9LY). More info' from Facebook.

7 June: Bikes, Beer & Big Hearts at The Stepping Stones, Westhumble Street Westhumble, Dorking, Surrey (RH5 6BS). More info' from 01306 889832 or www.steppingstones-dorking.co.uk

7 June: NCC Somerset's Shootin' the Breeze Custom Show at Cheddar Valley RFC, Sharpham Rd, Cheddar, Somerset (BS27 3DR). Tickets £5. More info from 07939 486063 or Facebook.

7 June: Lucky 7s MCC's Custom & Classic Bike Show at The Cherry Tree, Riversdale Ave, Stakeford, Choppington, Northumberland (NE62 5JZ). More info' from Facebook.

7 June: Vintage/Chopper Show at Guildford Harley-Davidson, Weyvern Place, Weyvern Park, Old Portsmouth Rd, Peasmarsh, Guildford, Surrey (GU3 1NA). More info' from www.lind.co.uk/harley-davidson/guildford

7 June: Big Twin MC's Norrtalje Custom Bike Show at The Club House, Norrtalje, Sweden. More info' from www.custombikeshow.se

7 June: Kirkby Kustom Kollective's Kustom Show at The Junction, News Ln, St Helens, Merseyside (WA11 7JU). More info' from Facebook.

7 June: Brothers in Arms MCC's Overnighter at Loch Lomond Rugby Club, Beechwood Dr, Alexandria, West Dunbartonshire, Scotland (G83 9LY). Tickets £15. More info' from Facebook.

7 June: Tsunami Riders MCC's 16th Wave Custom Show at The Ship Inn, The St, Cobham, Gravesend, Kent (DA12 3BN). Tickets £3. More info' from www.tsunamiriders.org.uk or Facebook.

8 June: Triumph Bike Day at the Ace Cafe, London. More info from www.london.acecafe.com

8 June: Ride of the Ruperts from Moto Girl, Unit 17, Orchard Business Centre, Sanderson Way, Tonbridge, Kent (TN9 1QF). More info' from www.rideoftheruperts.co.uk

8 June: BSA Owners' Club Day at the Sammy Miller Motorcycle Museum, Bashley Cross Road, near New Milton, Hamps (BH25 5SZ). More info' from www.sammymiller.co.uk

8 Jun: Normous Newark Autojumble at The Showground, Drove Lane, Winthorpe, Newark, Notts (NG24 2NY). More info' from www.newarkautojumble.co.uk

8 June: Druids Bike Show at Booleigh, Kildare, Eire (R14E860). Tickets €5. More info' from Facebook.

8 June: VJMC Hamps' Bike Jumble at Weyhill Country Market, Weyhill, Andover, Hamps (SP11 0PP). Pitches £10. More info' from barterjohn770@gmail.com or Facebook.

8 June: Mavericks Indoor Bike Show at The Churchill Arms, Daggons Rd, Alderholt, Dorset (SP6 3AA). More info' from www.churchillpub.co.uk or Facebook.

8 June: BK Bike Meet at Emma's Café, Pure Triumph, George St, Woburn, Bucks (MK17 9PY). More info' from Facebook.

8 June: Crank Up Transport Show at Binton Social Club, Binton, Stratford-upon-Avon, Warks (CV37 9TU). More info' from 01789 750631 or bintonclub@gmail.com

8 June: NCC Surrey's Freewheel Burning Custom Show at The Dog & Duck, Prince of Wales Rd, Outwood, Surrey (RH1 5QU). Tickets £2. More info' from Facebook.

10 June: Thank God It's Not Friday Bike Show at The Robin Hood Inn, Main Rd, Icklesham, Winchelsea, E. Sussex (TN36 4BD). Tickets £3. More info' from Facebook.

12-15 June: European H.O.G. Rally at Medulin, Croatia. More info' from www.harley-davidson.com

12-15 June: Race the Waves at Bridlington Seafront, Bridlington, Yorks. More info' from www.backfireinfo.weebly.com

13-15 June: Bildt Not Bought Chopperfest at St. Annaparochie, Holland. More info' from Instagram.

13-15 June: Dutch Hardly-Rideables' Ratmeeting at MVC Rattlesnakes, Sportlaan 9a, 4571 CA Axel, Netherlands. More info' from www.rataplan-ratbike-club.nl

13-15 June: Little Kev's Scruffy Puppy Rally at Bourne Rugby Club, Milking Nook Drove, Bourne, Lincs (PE10 0AX). More info' from 07804 087403 or Little Kev on Facebook.

13-15 June: Reading MAG's Lion Rally at Gravelly Bridge Farm, Grazeley Green Road, Reading, Berks (RG7 1LG). Tickets £30. More info' from Facebook.

13-15 June: Dying Breed Show n' Shine at Westbury Rugby Club, White Horse Country Park, Coach Rd, Westbury, Wilts (BA13 4LU). More info' from Facebook.

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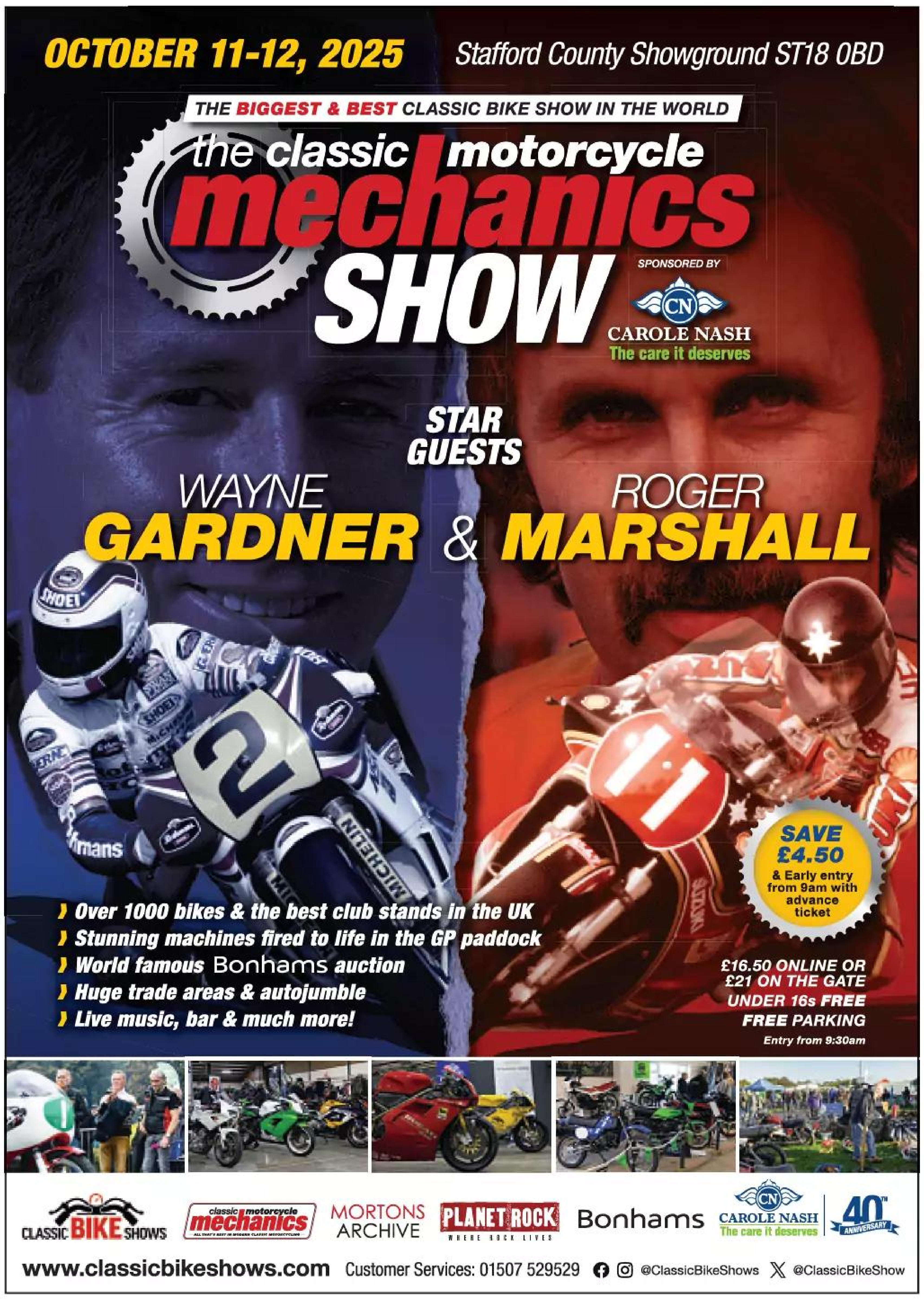
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14 June: Daventry Motorcycle Festival in Daventry, Northants. More info' from www.daventrybikefest.co.uk

14 June: The Unit MCC's Custom Show at The Angel Inn, Sheffield Road, Woodhouse, Sheffield, Yorks (S13 7EQ). More info' from Facebook.

14 June: Midlife Classics' Mods & Rockers Day at the Impney Estate, A38, Droitwich, Worcs (WR9 0FF). Free entry. More info' from 01905 384266 or www.midlifeclassics.co.uk

14 June: Deal & District MCC's 75th Anniversary Open Day at Walmer Green, Deal, Kent (CT14 7DY). More info' from Facebook.

14 June: United Bikers South Gloucs' Bike Show at The Black Horse, Gillingstool, Thornbury, Bristol (BS35 2EH). More info' from Facebook.

14-20 June: Dorothy's Speed Shop's Garage Run from Dorothy's Speed Shop, Braunton, Devon. More info' from www.dorothysspeedshop.com

15 June: Polish Bike Day at the Ace Cafe, London. More info from www.london.acecafe.com

15 June: Bikefest24's Autojumble Sunday at West Woodlands Showground, Bunns Ln, Frome, Somerset (BA11 5ES). Autojumble pitches £10. More info' from www.bikefest24.co.uk

15 June: Harley-Davidson Day at the Sammy Miller Motorcycle Museum, Bashley Cross Road, near New Milton, Hamps (BH25 5SZ). More info' from www.sammymiller.co.uk

18 June: Royston & District MCC's Royston & District Motorcycle Show at the Eternit Sports & Social Club, Whaddon Rd, Meldreth, Royston (SG8 5RL). More info' from Facebook.

18 June: Solstice Evening Bike Show at The Dashwood Roadhouse, Old Oxford Rd, Piddington, Bucks (HP14 3BH) from 6pm. More info' from Facebook.

19-22 June: Estonians MCC's Barnstormer Rally at the Rally Field. Runswick Lane, Runswick Bay, N. Yorks (TS13 5HR). Tickets £20 prebook or £25 on gate. More info' from 07533 204101 or Estoniansmcc@outlook.co.uk

19-22 June: The Farmyard Party at Duncombe Park, Helmsley, Yorks (YO62 5EB). More info' from www.mapevents.co.uk

19-22 June: Liberators Harley Club's Summer Rally at Fakenham Racecourse, Fakenham, Norfolk (NR21 7NY). Tickets £40. More info' from 07899 700706 or Facebook.

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20-22 June: Sun of Solstice Bike & Music Festival at Southam RFC, Station Rd, Southam, Warks (CV47 2DH). Tickets £25. More info' from Facebook.

20-22 June: HDRCGB Region 19's New Forest Rally at Trojans Sports Club, Stoneham Ln, Eastleigh, Hants (SO50 9HT). Tickets £20 members or £25 non. More info' from 07887 746441 or region19@hdrcgb.org

20-22 June: Pissed & Confused MCC's Summer Rally at Little Waltham Sports & Social Club, Tufnell Hall, The St, Little Waltham, Essex (CM3 3NY). More info' from Facebook.

20-22 June: Snatch MCC's Snatch Rally at Wirral Rugby Club, Thornton Common Rd, Birkenhead, Wirral (CH63 0LT). More info' from Facebook.

20-22 June: Druids MCC's Poser Rally at a site in Lincs. Tickets £25 prebook only. More info' from www.druidsmcc.com or Facebook.

21 June: Tal Y Bont Motorcycle Show at Y Bedol Inn, Conway Rd, Tal-y-bont, Conwy (LL32 8QF). More info' from 07711 715695 or Facebook.

21-22 June: Born Free Chopper Show at Silverado, California. More info' from www.bornfreeshow.com

21-22 June: Have a Dave Day at Barrow in Furness, Cumbria. More info' from www.visitbarrow.org.uk

22 June: Custom & Classic Bike & Car Show at the Royal Gunpowder Mills, Beaulieu Drive, Waltham Abbey, Essex (EN9 1JY). Tickets £10. More info' from www.customandclassicshow.co.uk or Facebook.

22 June: Honda Bike Day at the Ace Cafe, London. More info from www.london.acecafe.com

22 June: Ride Like a Girl Ladies' Motorcycle Day at M&P Direct, Glynstell Park, Glynstell Cl, Cardiff, Wales (CF11 8EY). More info' from Facebook.

22 June: Ton-Up Day Reunion at Industry & Supply, The Depot, Royal, Ordnance Rd, Weedon, Northants (NN7 4PS. More info' from www.industryandsupply.com

22 June: Prescott Bike Festival at Prescott Speed Hill Climb, Gotherington, Cheltenham, Gloucs (GL52 9RD). More info' www.prescotthillclimb.co.uk

22 June: Seaford Motofest at The Martello Tower, Seafront, Seaford, East Sussex. More info' from Facebook.

22 June: Ladies' Day at the Sammy Miller Motorcycle Museum, Bashley Cross Road, near New Milton, Hamps (BH25 5SZ). More info' from www.sammymiller.co.uk

22 June: Wheels-Next-The Sea at Wells Town FC, Beach Rd, Wells-next-the-Sea, Norfolk (NR23 1DR). Tickets £1 a wheel. More info' from 07470 386565 or stevefinch66@gmail.com

22 June: Fenrir Motorcycle Brotherhood's Motorbike Show at Atherton Carnival, Gloucester Street, Atherton, Gtr Manchester (M46 0HX). More info' from Facebook.

22 June: NCC Kent's Frames & Flames Custom Show at The Railway Pub, Bow Rd, Wateringbury, Kent (ME18 5EB). More info' from Facebook.

22 June: Paignton Bike Day at Eastern Esplanade, Paignton, Devon (TQ4 6BW). Tickets £5. More info' from shane359uk@yahoo.com or Facebook.

27-29 June: Dragstagia at Santa Pod, Airfield Rd, Podington, Beds (NN29 7XA). More info' from www.santapod.co.uk

27-29 June: Inner Circle RRC's Goosin' the Fox Rally at The Fox & Goose, The St, Greywell, Hook, Hamps (RG29 1BY). Tickets £20, day tickets £10. More info' from Facebook.

27-29 June: H.O.G. Rutland Chapter's Horseshoe Rally at Greetham Community Centre, Greetham, Grantham, Lincs (LE15 7NG). Tickets £37.50. More info' from 07989 859908 or rally@rutlandchapter.co.uk

27-29 June: Wolfpack MCC's Yeknod Rally at Mill Lane, Chalgrove, Oxon (OX44 7SL). Tickets £15 prebook or £20 on gate, day tickets £10. More info' from 07871 200140 or Facebook.

27-29 June: Bracan MCC's Pistons & Pints Rally at The Breighton Ferry, Breighton, Selby, Yorks (YO8 6DH). Tickets £20 prebook or £25 on gate. More info' from www.bracanmcc.co.uk or Facebook.

27-29 June: Greenman MCC's Chaos on the Isle of Guernsey, Channel Islands. More info' from www.chaosevents.com

27-29 June: Blackpool Area MAG Rally at Fleetwood Rugby Club, Melbourne Avenue, Fleetwood FY7 8AY. Tickets £18.50 pre-book or £20 on gate. More info from 07943 254009 or Facebook.

27-29 June: Shoulder of Mutton MCC's Cowpat Rally at Amber Valley Rugby Club, Somercotes, Derbys (DE55 4NQ). More info' from Facebook.

27-29 June: Monsters Inc MCC's Monster Bash at Mary Jo's, Barntown, Co. Wexford, Eire (Y35 H626). Tickets €15. More info' from 00353 872 490461 or Facebook.

27-29 June: Bear Town Bikers' Bear'ly Standing Rally at The Harrington Arms, Bosley, Macclesfield, Cheshire (SK11 0PH). Tickets £20 prebook or £25 on gate. More info' from 07712 873737 or Facebook.

28 June: Sunbeam MCC's Four Dales Tour from Arkengarthdale, N. Yorks. More info' from www.sunbeam-mcc.co.uk

28 June: Walsham Wheels Motorcycle Fun Day at North Walsham Memorial Park, New Rd, North Walsham, Norfolk (NR28 9DF). More info' from Facebook.

28 June: Gotts Park Custom Show at Gotts Park, Armley Ridge Rd, Leeds (LS12 2QX). More info' from Facebook.

28 June: North Walsham Wheels Show at a site in North Walsham, Norfolk. More info' from Facebook.

28-29 June: Kyndred Spirits MCC's Shot in the Dark Rally at Hexham Racecourse, High Yarridge, Hexham, Northumberland (NE46 2JP). Tickets £10. More info' from Facebook.

29 June: Triton/Cafe Racer Day & BSA GS & RGS OC at the Ace Cafe, London. More info from www.london.acecafe.com

29 June: Romney Marsh Ride-In Show & Bike Jumble at Hamstreet, Kent (TN26 2JD). Tickets £5. More info' from www.elkpromotions.co.uk

29 June: Sunbeam MCC's Northern Pioneer Road Test from Tennants Auctioneers, Auction Centre, Harmby Rd, Leyburn, N. Yorks (DL8 5SG). Info' bsmith648@btinternet.com or www.sunbeam-mcc.co.uk

29 June: Motorcycles at the Manor at West Ashby Manor, West Ashby, near Horncastle, Lincs (LN9 5PY). More info' from motorcyclesatthemanor@gmail.com or Facebook.

29 June: Ride to Remember from Winchester Auto Barn, Sutton Scotney, Winchester, Hants (SO21 3NS) at 9.30am. More info' from Facebook.

29 June: Scooter Day at Sammy Miller Motorcycle Museum, Bashley Cross Road, near New Milton, Hamps (BH25 5SZ). More info' from www.sammymiller.co.uk

29 June: NCC Cambs' Custom & Classic Bike Show at Foreman's, March Rd, Ring's End, Wisbech, Cambs (PE13 4DB). Tickets £3. More info' from Facebook.

29 June: East Coast Harley Club's Custom Show at The Thurton George & Dragon, The St, Thurton, Norfolk (NR14 6AL). More info' from Facebook.

29 June: Big Bike Sunday at Skipton Auction Mart, Gargrave Rd, Skipton, N. Yorks (BD23 1UD). More info' from 07805 025903 or Facebook.

30 June: Ride Out to Cassington Bike Night at the Ace Cafe, London. More info from www.london.acecafe.com

30 June: Cassington Bike Night at Cassington, Oxon. More info' from Facebook.

JULY

3 July: Late Night at Krazy Horse, Lamdin Rd, Lark Valley Dr, Bury St Edmunds, Suffolk (IP32 6NU). More info' from www.krazyhorse.co.uk

3 July; Boston Bike Night at Boston, Lincs. More info' from www.bostonbikenight.co.uk

4-6 July: Antelope MCC's Rally at Barker Butts RFC, The Bob Coward Memorial Ground, Pickford Grange Ln, Coventry (CV5 9AR). Tickets £15 weekend or £5 days. More info' from Facebook.

4-6 July: MPH Vintage Sprint at RAF Deenthorpe, near Weldon, Northants (NN17 3AN). Weekend tickets £65, Sunday day ticket £15. More info' from www.mphvintagesprint.co.uk

4-6 July: Leviathan MCC's Billy Goat Rally at Wigton RUFC, Lowmoor Rd, Wigton, Cumbria (CA7 9QT). Tickets £20 prebook or £25 on gate. More info' from 07974 350810 or Facebook.

4-6 July: Future RC's Clay Pigeon Rally at the South Wingfield Social Club, High Rd, South Wingfield, Derbys (DE55 7LX). Tickets £15 prebook or £20 on gate. More info' from mark.hd@btinternet.com or Facebook.

4-6 July: AMOC Sussex's Independence Rally at The Fishbourne Centre, Blackboy Lane, Fishbourne, Chichester, W. Sussex (PO18 8BE). More info' from Facebook.

5 July: NCC London Diamond Day at the Ace Cafe, London. More info from www.london.acecafe.com

5 July: Shelsey Walsh Bike Bonanza at Shelsey Walsh, Worcs (WR6 6RP). More info' from www.shelsleywalsh.com

5 July: Tiger MCC Kilmarnock's Custom Show at Kilmarnock Rugby Club, Queen's Dr, Kilmarnock, Ayrshire, Scotland (KA1 3XF). More info' from Facebook.

5 July: CCW's Show Us What You've Got Again Custom Show at The Cage, Park Road, Rhosymedre, Wrexham, Clywd, Wales (L14 3YR). More info' from Facebook.

6 July: Bike Day at the Ace Cafe, London. More info from www.london.acecafe.com

6 July: Ride Out to Brooklands Motorcycle Day at the Ace Cafe, London. More info from www.london.acecafe.com

6 July: Old Boot Bikers' Summer Bash at a site in Dane End, Herts. More info' Facebook.

6 July: Classic Motorcycle Day at Crich Tramway Village, Cromford Rd, Matlock, Derbys (DE4 5DP). More info' from www.tramway.co.uk

6 July: Smokin' to Sammy's Two-Stroke Day at Sammy Miller Motorcycle Museum, Bashley Cross Road, near New Milton, Hamps (BH25 5SZ). More info' from www.sammymiller.co.uk

6 July: Family Fun Day supported by Sussex NCC at Broadwater Green Park, Broadwater St W, Worthing, W. Sussex (BN14 9DJ). More info' from Facebook.

10-13 July: Rock & Bike Fest at the Notts & Derby Showground, Longmoor Lane, Long Eaton, Derbys (DE72 2BU). Earlybird tickets £60. More info' from www.rockandbikefest.co.uk

10-13 July: Unwanted MCC's Cock Out Rally at The Rockbar, Shobnall Sports & Social Club, Shobnall Road, Burton upon Trent, Staffs (DE14 2BB). More info from www.unwantedmcc.co.uk

10-13 July: Southern Comfort V-Max Rally at Lodsworth Village Hall, Heath End Ln, Petworth, W. Sussex (GU28 9BY). More info' from Facebook.

11-13 July: Tomintoul Motorcycle Gathering at Tomintoul, Moray, Scotland. Tickets £25 prebook or £30 on gate. More info' from tomintoulmotorcyclegathering@yahoo.com

11-13 July: Harley-Davidson Club Wales' Rally at Usk RFC, Baron Ct, Woodside, Usk, Monmouthshire, Wales (NP15 1SU). Tickets £30. More info' from Facebook.

11-13 July: Barflys Rally at The Lower Lode, Bishops Walk, Tewkesbury, Gloucs (GL19 4RE). More info' from Facebook.

11-13 July: HDRCGB Region 18/20/Coasters' Triple Rally at Langney Sports Club, Priory Lane, Eastbourne, E. Sussex (BN23 7QH). Tickets £20 members or £25 non. More info' from 07751 364063 or coasters@hdrcgb.org

11-13 July: MAG Aberystwyth's Motorcycle Rally at Aberaeron RFC, Dre-fach, Aberaeron, Ceredigion, Wales (SA46 0JR). Tickets £15. More info' from 07952 049518 or Facebook.

11-13 July: Arrowheads Trike & Bike Club's Rally at Crosskeys Rugby Club, Pandy Park, Woodward Ave, Crosskeys, Gwent, Wales (NP11 7BS). Tickets £20. More info' from 07762 937336 or Facebook.

11-13 July: Radar's Big Horn Rally at the Moira Social Club, Bath Yard, Moira, Swadlincote, Derbys (DE12 6BP). Tickets £15 prebook or £20 on gate. More info' from frankiegoodwin978@gmail.com or Facebook.

12 July: Ride 4 Raz from Biker Gear Superstore, Unit 7 Longford St, Warrington, Cheshire (WA2 7PG) at 10am. Camping/show at The Mushroom Hall, Swadlincote. Tickets £5. More info' from Facebook.

12-13 July: Shudyfest at Mill Green, Horseheath, near Haverhill, Cambs (CB21 4QZ). More info' from Facebook.

13 July: Brazilian Bike Day at the Ace Cafe, London. More info from www.london.acecafe.com

13 July: Sunbeam MCC's Summer Pioneer & Vintage Run from The Motorcycle Workshop, London Rd, Bolney, W. Sussex (RH17 5PY). More info' from paul@danick.co.uk or www.sunbeam-mcc.co.uk

13 July: Sunbeam MCC's Fen Tiger Run from Wadlow Shoot Lodge, Wadlow Farm, Six Mile Bottom Rd, West Wratting, Cambs (CB21 5NE) at 10.30am. More info' from www.sunbeam-mcc.co.uk

18-20 July: Halfway Heroes MCC's Leathered in Lincs Rally at a new site in Hainton, Lincs (LN8 6LX). Tickets 325 prebook or £30 on gate. More info' from www.halfway-heroes.co.uk

18-20 July: Well Oiled MCC's 9 Standards Rally at Upper Eden RUFC, Pennine Park, Westgarth Rd, Kirkby Stephen, Cumbria (CA17 4TF). Tickets £20 prebook or £25 on gate. More info' from 07734 277433 or Facebook.

18-20 July: H-DC Somerset's Rally at The Tor Rugby Club, Lowerside Ln, Glastonbury, Somerset (BA6 9GY). Tickets £20 Federation members or £25 on gate. More info' 01278 662707 or www.hdcsomerset.co.uk

18-20 July: 4Fs MCC's Summer Rally at Trimley Sports & Social Club, High Rd, Trimley St Martin, Felixstowe, Suffolk (IP11 0RJ). More info' from Facebook.

18-20 July: V-Twin Weekender at The Bickerton Poacher, Wrexham Rd, Bulkeley, Malpas, Cheshire (SY14 8BE). More info' from Facebook.

19 July: The 101 Run at Dreamlands, Margate, Kent. Info' from www.the101run.com

19 July: Evergreens Bike Meet at The Evergreens Lodge, Westbury, Dorset (DT9 3QZ). More info' from Facebook.

19 July: NCC Mercia's Bike & Car Show at Alcester RFC, Birmingham Rd, Alcester, Warks (B49 5QF). Tickets £2. More info' from Facebook.

19 July: Wheelie Wednesday Charity Rideout from Fendick's Fishery, Methwold Rd, Whittington, Norfolk (PE33 9GP). More info' from Facebook.

19 July: Kempton Park Autojumble at Kempton Park, Staines Road East, Sunbury on Thames, Middlesex (TW16 5AQ). www.kemptonautojumble.co.uk

19 July: Ride-in Bike & Trike Show at Island Farm Donkey Sanctuary, Old Didcot Road, Brightwell-cum-Sotwell, Wallingford, Oxon (OX10 05W). Tickets £2. More info' from 07990 580018.

19 July: CCW Ceredigion's Ride-In Custom Show at The Rhydypennau Inn, Bow Street, Aberystwyth, Ceredigion, Wales (SY24 5AA). More info' from Facebook.

19 July: Mott Motorcycles' Open Day at Kempshott Hill, Winchester Rd, Beggarwood, Basingstoke, Hants (RG23 7LL). More info' from www.mottmotorcycles.co.uk

19 July: Mutineers Cruiser Club's Summer Party at The Coach & Horses, London Road, Strood, Kent (ME3 2PA). More info' from Facebook.

Events

20 July: VJMC & '70s Bike Day at the Ace Cafe, London. More info from www.london.acecafe.com

20 July: East Anglian Copdock Bike Show Charity Run from Copdock & Washbrook Village Hall, London Rd, Copdock, Ipswich, Suffolk (IP8 3JN) at 9am. Info' www.eacbikeshow.co.uk

20 July: Supergood Bikers for Autism Ride-Out from Ryka's (Box Hill) to The Ceasefire Café at 9am. More info' from Facebook.

20 July: Honda Owners' Classic Bike Show at the Sammy Miller Motorcycle Museum, Bashley Cross Road, near New Milton, Hamps (BH25 5SZ). More info' from www.sammymiller.co.uk

20 July: Gossop Rocks Bike Show at Crawley Community Youth Service, Dormans Youth Arts Centre, Dormans, Crawley (RH11 8HZ). More info' from www.ccys.org.uk or Facebook.

20 July: NCC Berks' Custom Bike Show at The Jolly Gardener, Moneyrow Grn, Holyport, Berks (SL6 2ND). Tickets £5. More info' from Facebook.

20 July: Custom & Modified Sunday at CMC Motorcycles, High Street, Clay Cross, Chesterfield, Derbys (S45 9D). More info' from Facebook.

20 July: American Car, Bike & Hot Rod Show at Stonham Barns, Pettaugh Road, Stonham Aspal, Suffolk (IP14 6AT). More info' from 01449 711111 or www.stonhambarns.co.uk

20 July: Kingswood Bike Show at Kingswood Rugby Club, Grimsbury Road Playing Fields, Grimsbury Road, Bristol (BS15 9RA). More info' from bentham5@hotmail.com

24-27 July: Rock & Blues Old School Weekender at the Coneygrey Showground, Pentrich, Derbys (DE5 3RL). More info' www.therockandblues.com

24-27 July: Bridge Rats MCC's Rat Pack Rally at Heath RFC, Stainland Rd, North Dean, Greetland, Halifax, Yorks (HX4 8LS). Info' from www.bridgerats.com

25-27 July: Flanders Chopper Bash at a site in Belgium. More info' from www.flanderschopperbash.com

25-27th July: HAMC Lincs' Bullfrog Bash at The Coach & Horses, Tattershall Rd, Billinghay, Lincs (LN4 4DD). More info' from 07921 838694 or bullfrogbash@hellsangelsmc.co.uk

25-27 July: George Formby Society's No Limits at 90 on the Isle of Man. More info' from www.georgeformby.co.uk

25-27 July: IX Legion MCC's Rally at Corus Sports & Social Centre, South Ave, Dormanstown, Redcar, N. Yorks (TS10 5LZ). Tickets £22. More info' from ixlegionmcc@gmail.com or Facebook.

25-27 July: West London Harley Riders' Burning Budgie Rally at Beaconsfield Town FC, Windsor Road, Beaconsfield, Bucks (HP9 2SE). Tickets £30. More info' from 07747 005199 or Facebook.

25-27 July: Jurassic Coast Rock & Motor Show at Hampton Farm, Hampton, Dorchester, Dorset (DT2 9D). Tickets £10. More info' from Facebook.

25-27 July: British Two-Stroke Club's Southern Rally at The Fox & Goose, The St, Greywell, Hants (RG29 1BY). More info' from 07501 518822 or martinandveronica@hotmail.co.uk

26 July: Calne Bike Meet at Calne, Wiltshire (SN11 0EH). More info' from www.calnebikemeet.com

26 July: Littleport Bike Show at Littleport Leisure Centre, Camel Rd, Littleport, Cambs (CB6 1EW). Tickets £5. More info' from Facebook.

26 July: Egham Town Classic Vehicle Show at Egham, Surrey. More info' from 07368 or 508804 or egghamccs@hotmail.com

26-27 July: Thugfest at Thug Bike England, Site A7, Unit A4, Rednal Ind Est, West Felton, Shrewsbury, Shrops (SY11 4HS). More info' from 07462 916709 or Facebook.

27 July: Ardingly Classic Bike Show & Jumble at the South of England Showground, Selsfield Rd, Haywards Heath, West Sussex (RH17 6TL). Tickets £7. More info' from www.elkpromotions.co.uk

27 July: Indian & Victory Bike Day at the Ace Cafe, London. More info from www.london.acecafe.com

27 July: Newbury Harley Autojumble at Woodside Farm, Marlston Road, Hermitage, Thatcham, Berks (RG18 9TG). Tickets £5, no pitch fees. Info' from 07388 656936 or Facebook.

27 July: BMW Airhead Day at the Sammy Miller Motorcycle Museum, Bashley Cross Road, near New Milton, Hamps (BH25 5SZ). More info' from www.sammymiller.co.uk

AUGUST

1-3 Aug: Yorkshire MAG's Yorkshire Pudding Rally. More info' from www.mapevents.co.uk

1-3 Aug: The Hook Up Chopper Show at a site near Usk, Wales. More info' from www.the-hook-up.co.uk

1-3 Aug: Black Shuck MCC's Scratchin' at the Door Rally at Hadleigh Rugby Club, Layham Road Sports Ground, Layham Rd, Hadleigh, Suffolk (IP7 5NE). Tickets £25 prebook or £27 on gate. Info' from 07934 988322 or www.blackshuckmcc.co.uk

3 Aug: Suzuki Sunday at the Ace Cafe, London. More info from www.london.acecafe.com

3 Aug: Autism Anglia Charity Bike Show at Sizewell Sports & Social Club, King Georges Avenue, Leiston, Suffolk (IP16 4JX). Tickets £2. More info' from Facebook.

3 Aug: Triumph Owners' Meet at the Sammy Miller Motorcycle Museum, Bashley Cross Road, near New Milton, Hamps (BH25 5SZ). More info' from www.sammymiller.co.uk

3 Aug: Barbers Ride Party at Captain Fawcett's HQ, Friesian Way, Kings Lynn, Norfolk (PE30 4JQ) at 6pm. More info' from www.captainfawcett.com

3 Aug: Rejects Brotherhood's 182 Bike Show at Unit 88, Harvey Drive, John Wilson Business Park, Whitsbale, Kent (CT5 3QT). Tickets £3. More info' Facebook.

3 Aug: Barrel Bikers MCC's Custom & Classic Bike Show at Milton Keynes City Discovery Centre, Alston Dr, Milton Keynes (MK13 9AP). More info' from Facebook.

5 Aug: Walden Bikers' 11th Anniversary Bash at The Kiora Bungalow, B1383 London Road, Newport, Essex (CB11 3SY). More info' from Facebook.

7 Aug: Late Night at Krazy Horse, Lamdin Rd, Lark Valley Dr, Bury St Edmunds, Suffolk (IP32 6NU). More info' from www.krazyhorse.co.uk

MOTORCYCLE ACTION GROUP YORKSHIRE PRESENTS:
THE 22ND
Yorkshire Pudding
RALLY
1st - 3rd August 2025
Escrick Park Estate, N. Yorkshire
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*T&Cs apply: See website for details. Closing Dates: Postal sales 18/07/25; online, phone & disabled-biker car passes 27/07/25. Online & telephone bookings are subject to a £2.50 processing fee per ticket.
STRICTLY: NO CARS, NO VANS, NO PEDESTRIANS - NO EXCUSES
No Colours to be worn on site please
No glass allowed on site • No fireworks

7-10 Aug: Yorkshire Rock & Bike Show at Squires Cafe Bar, Newthorpe Lane, Newthorpe, Leeds (LS25 5LX). Tickets £35 prebook or £40 on gate. More info' from www.yorkshirerocknbikeshow.co.uk

7-10 Aug: Gothic Bikers MCC's Uprising Rally at Sherbrooke Scout Camp, Mansfield Ln, Calverton, Notts (NG14 6HP). Tickets £27.50 prebook or £30 pon gate. More info' 07706 655357 or hilljoanne2009@live.co.uk

8-10 Aug: Indian Motorcycle UK Rally at a site in Bodmin, Cornwall (PL30 5BA). More info' from Facebook.

8-10 Aug: Admiral Drake Mods & Rockers Weekend at The Admiral Drake, Kingston Cres, North End, Portsmouth, Hants (PO2 8DH). More info' from 07359 074072 or Facebook.

9 Aug: Worlingford Bike Show at Worlingworth Community Centre, Shop Street, Worlingworth, Suffolk (IP13 7HX). Entry by donation. More info' from Facebook.

9 Aug: Brickmakers' Bike Show at The Brickmakers, Sprowston Rd, Norwich, Norfolk (NR3 4DY). More info' from Facebook.

9-10 Aug: Heritage Sprint at Betteshanger Park, Sandwich Rd, Deal, Kent (CT14 0BF). More info' from www.heritagesprint.co.uk

9-10 Aug: NCC Dorset's Chopper Show at The Red Lion Hotel, A352, Winfrith, Dorchester, Dorset (DT2 8LE). More info' from Facebook.

10 Aug: Vintage & Classic Bike Day & VMCC at the Ace Cafe, London. More info from www.london.acecafe.com

10 Aug: Sunbeam MCC's Graham Walker Memorial Run from the National Motor Museum, John Montagu Building, Beaulieu, Brockenhurst, Hants (SO42 7ZN). More info' from ncanfor@outlook.com or www.sunbeam-mcc.co.uk

10 Aug: Summer Autojumble at the Sammy Miller Motorcycle Museum, Bashley Cross Road, near New Milton, Hamps (BH25 5SZ). More info' from www.sammymiller.co.uk

10 Aug: Normous Newark Autojumble at The Showground, Drove Lane, Winthorpe, Newark, Notts (NG24 2NY). More info' from www.newarkautojumble.co.uk

10 Aug: Custom Bike Show at The John Bunyan, Coleman Green Ln, St Albans, Herts (AL4 8ES). More info' from Facebook.

Readers' ~~Lives~~ Dogs

SEND PICS OF YOUR BIKE, YOUR LADY, YOUR BLOKE (BUT NOT YOUR DINNER, THIS ISN'T FACEBOOK) TO **NIK@BACKSTREETHEROES.COM**

Dig the shades, cruiser dog!

ABOVE: Some dogs really wouldn't like being strapped on a bike like this…

ABOVE: Biker Dotty, who has her own Facebook page, says hello

ABOVE: Triker Spaniel at Grumpy's in Stoke

RIGHT: That's either a really small dog or a really big bag!

BEST PIC EACH MONTH WINS A PAIR OF THESE:

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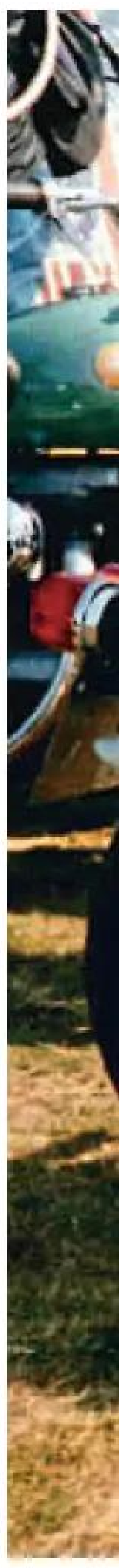
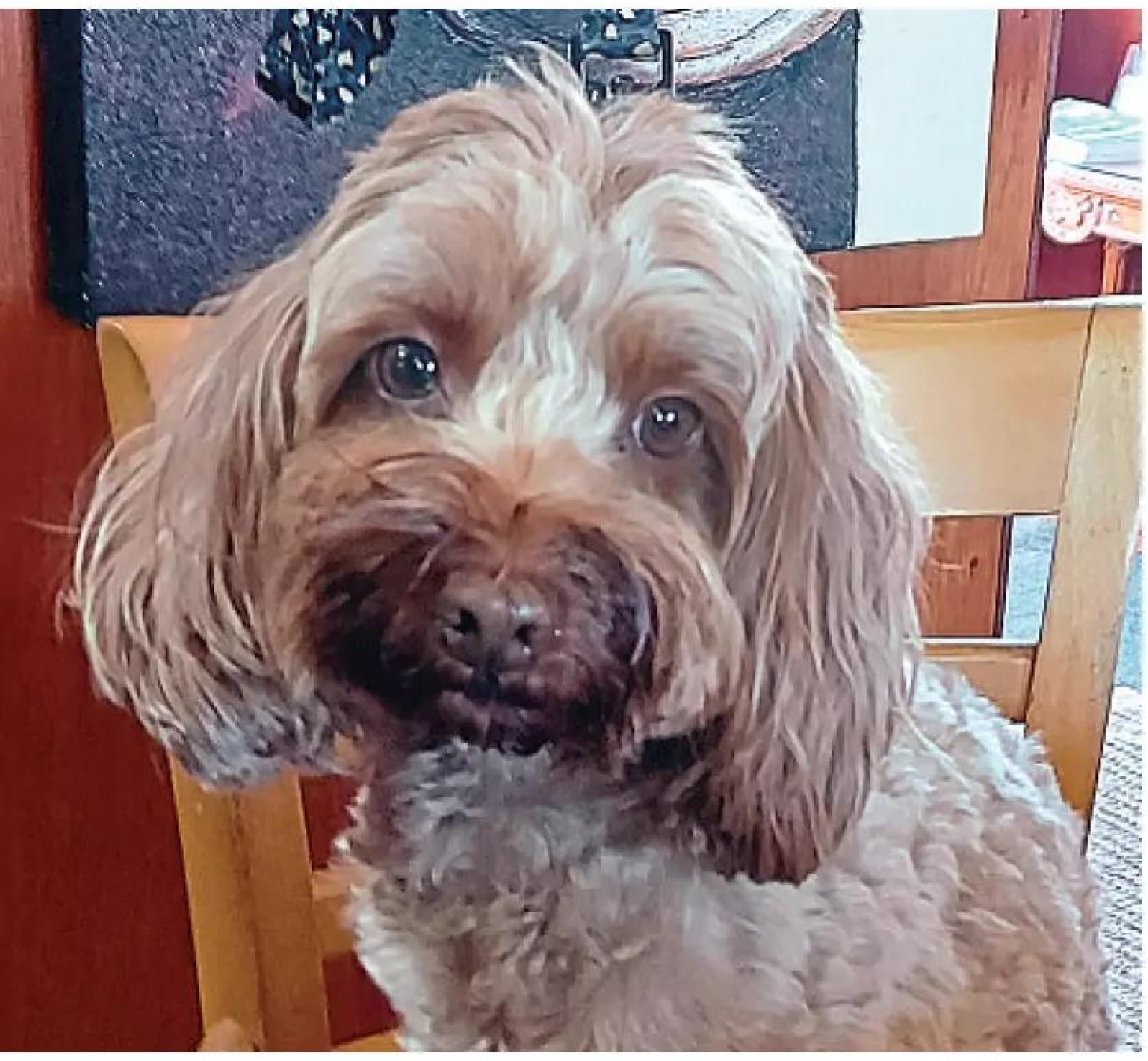
SINGLE LAYER JEANS FOR MEN AND WOMEN, WORTH

£129.99





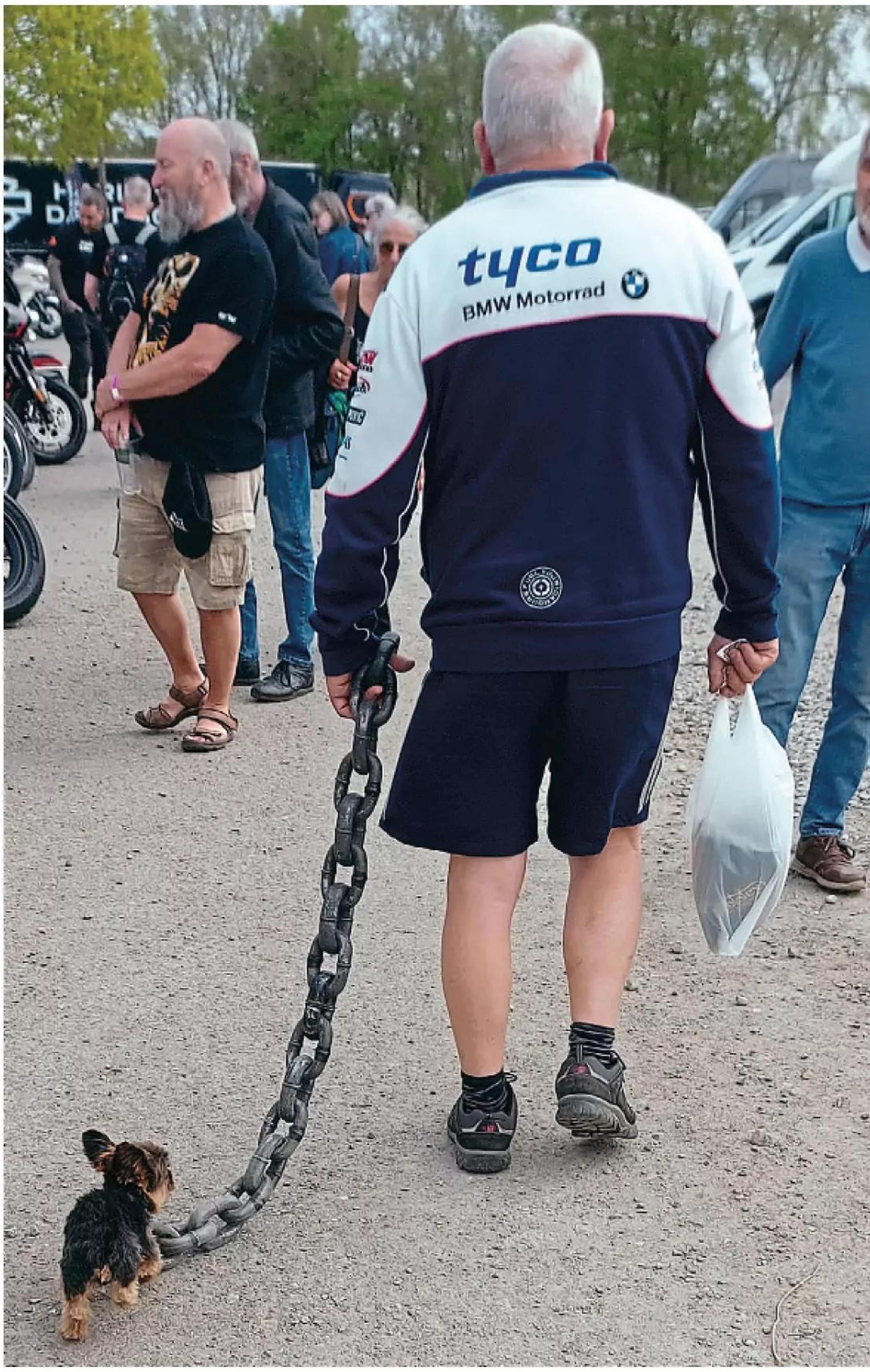
ABOVE: Oi, 'oo let that cat in 'ere? Turbokitty is an Instagram star!

RIGHT: Ridiculously photogenic lil' pooch at the Barrel Bikers' show

LEFT: Fergus from the Sammy Miller Museum's just too cool by half!

RIGHT: Vicious attack dog held at bay…

BELOW: Chilled winter rally dawg sulking cos he can't have a beer…



ABOVE: Homemade car-engined outfit from years ago

ABOVE & BELOW: '90s Triumphs in random Suffolk fields

BOTTOM LEFT: Groovy scrambler Matchless at Sizewell, too

ABOVE: Awesome J.A.P. board-track racer at the Sizewell autojumble in '23

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Motorcycle Action Group

WESTMORELAND: "O THAT WE NOW HAD HERE BUT ONE TEN THOUSAND OF THOSE MEN IN ENGLAND THAT DO NO WORK TO-DAY!" THE KING: "WHAT'S HE THAT WISHES SO? … THE FEWER MEN, THE GREATER SHARE OF HONOUR."

WILLIAM SHAKESPEARE, HENRY V'S
ST CRISPIN'S DAY SPEECH.

Some years ago, I gave a talk to an MCC in West Yorkshire whose committee wanted to affiliate. When we got to Q&A, one guy demanded that MAG pay them to affiliate, rather than them paying MAG – as if MAG owned a gold mine out of which we could distribute largesse in the same way as the Government does with our tax pounds. Unsurprisingly his fellow members recognised the absurdity of his argument, and made it clear to him in unflattering terms.

There're still those around, however, who think they're doing MAG a favour by joining, and that they should, somehow, magically get a material reward, the value of which should exceed the cost of their membership. I really have no time for such people, and whenever I encounter them the Henry V quote above comes immediately to mind. We want the great, the good, and the givers – not the mean, miserable, and miserly. We want precisely the kind of people who came to Yorkshire MAG's Into The Valley, ITV, rally at Driffield Showground a few days before I wrote this column, and it's just such people who are now flocking to MAG.

I worked the MAG stand at ITV which, as always, was superbly organised, great value for money, and the friendliest place you could've been all weekend – even friendlier than a friendly get-together at a Quaker friends' meeting house, as Edmund Blackadder might've said, if he'd had the good sense to come along with Baldrick.

Manning the MAG stand, we signed up a lot of new members and, like everyone else there, I was an unpaid volunteer. A few people who came by the stand and, when asked to join, asked: "What do I get for it?" Now, I could've gone into a long spiel about the discount vouchers members get for attending events like Valley, Farmyard, and (the Yorkshire) Pudding, the insurance deals, the anti-theft reward scheme, and all the other stuff we do; I guess I could even've mentioned the MAG member discount my own firm offers on financial advice, which a great many've taken up, but I refuse to 'sell' MAG on its material benefits. I just tell folk the truth – that what they get is representation, which means that, if enough of us pull on the same end of the rope, we're in with a chance of keeping motorcycling alive in the face of the ever-greater threat posed by a government antagonistic towards personal private transport in general, and internal combustion engine-powered vehicles (ICEVs) in particular.

What you get, if you're willing to pay for it, and fight for it, is your continued freedom to ride the motorcycle of your choice and, much as I hate clichés, freedom really ain't free. We can't run MAG on fresh air (although it often feels like we do) – for anyone who doesn't know, MAG runs on a shoestring budget but, notwithstanding that fact, we've always managed to punch well about our weight, as our record of success shows; fighting off leg protectors, type-approval, anti-tampering, and all the other issues we've fought and won. This time, though, it really is different…

Whereas before we fought serious issues that would've impacted all our enjoyment of motorcycling, the threat we face now is existential. If we don't win this, the battle against forced electrification, we can all kiss real motorcycling goodbye. With that in mind, the weekend of 5-6 July opens a new phase in our campaign with our Riders' Resistance weekend.

Throughout the UK there'll be MAG demos protesting the plan to ban new ICE bike registrations. The London and South of England demo will be at the Ace Cafe, Ace Corner, North Circular Road, London, on Saturday, 5 July from 4pm onwards and, seeing as it's a rural region, MAG members and supporters in East Anglia are encouraged to ride to the Ace and support the London event.

The Yorkshire and Northeast England Demo ride leaves Squires Cafe at Newthorpe at 10:30am on Saturday, 5 July, heading to Oliver's Mount Race Circuit in Scarborough via the A64. The run will terminate at the race paddock where toilets and refreshments'll be available. In addition, not that you need any other incentive apart from that of defending your right to ride, there will be a 25 per cent discount on all Olivers Mount race event tickets bought on the day.

The Northwest Demo will meet at Lea Gate Service Station on the A583 Blackpool Road in Preston in Lancashire, leaving at noon on Sunday, 6 July, riding to the Stanley Park Bike Show, Blackpool. As another more rural region where a demo'd have less impact, Cumbria MAG'll be meeting up with three local MPs on various dates at their local surgery meetings – details'll be on the Cumbria MAG Facebook page. Cumbria MAG members and supporters're urged to attend the Northwest Demo in Blackpool.

In Northern Ireland, riders are to assemble at the gates of Prince of Wales Avenue at 14:45pm on Saturday, 5 July, and the demo'll be held in front of the Northern Ireland Assembly building at 3pm. Riders are to travel along Prince of Wales Avenue, and the proceedings will conclude by 4pm with riders departing via the Massey Avenue gate into East Belfast.

Lastly, the South Wales meeting points will be set locally to converge at the DVLA offices in Swansea, at the Long View Roads Car Park at 2pm on Saturday, 5 July.

If you're a MAG member already, thank you for joining. If you're not, please do, and please support Riders' Resistance. All the information you'll need'll be on the MAG website at **www.mag-uk.org**

NEIL F. LIVERSIDGE
MAG NATIONAL CHAIRMAN

CONTACT MAG AT
CENTRAL-OFFICE@MAG-UK.ORG
OR CALL **03300 560 886**

TO JOIN YOU CAN CONTACT MAG CENTRAL OR VISIT OUR WEBSITE **WWW.MAG-UK.ORG** OR SIGN UP AT ONE OF OUR GREAT VALUE AND FUN EVENTS.

FIND OUR MEETINGS AND EVENTS BY VISITING OUR WEBSITE AND FACEBOOK PAGES

devil’s advocate

/dev.əlz ’æd.və.kət/

A person who expresses an opinion that disagrees with others so that there’ll be an interesting discussion about an issue – teachers often play devil’s advocate to provoke discussion in the classroom.

I VERY RECENTLY HAD CAUSE TO LOOK THROUGH A NUMBER OF OLD ISSUES OF THIS ’ERE MAGAZINE, AND AS I FLIPPED THE THIRTY-YEAR-OLD PAGES, A FEW THINGS STRUCK ME.

The first, and perhaps most overwhelming, was just how young everyone looked. Now, I’m pretty sure that no one I knew in the Nineties was injecting bollox… sorry, Botox, into their face, or having the skin peeled from it, which leads me to think that we looked young simply because we were. It seemed blokes were slim, girls curvy, and the summers long. Perhaps it was the curvy girls, but the second thing I noticed was just how appealing the lifestyle looked. It appeared fast, fun, a little bit naughty, and maybe even a touch dangerous – if I hadn’t actually been there, then those magazines would’ve certainly made me want to be.

What’s happened to the youth? Where’s the next generation? Why’re there no young ’uns? Those, and other questions very much like them, seem to get asked quite regularly, and each variation on the theme tends to produce a number of explanations for the steady, and now quite obvious, decline in those joining the ranks. Perhaps it’s complicated? Maybe there’re numerous reasons, big and small, each playing a part? It’s something I’d previously given some thought to and, despite various theories, I couldn’t pin it down so I eventually admitted defeat and just gave up trying – until yesterday while visiting the petrol station.

After paying for my fuel, I walked back outside, coffee in one hand and steak bake in the other, and I happened to catch sight of my reflection in the glass of the car wash opposite. It was only for an instant, but it was long enough to make me realise just why the younger element seems to have all but disappeared from the scene. It’s not a lack of money, high insurance costs, or unnecessary red tape and legalities – no, the answer is us. That’s right, we’re the cause, and the blame lies squarely at our feet.

What did I see in that glass to produce such an epiphany, such blinding enlightenment? Greying hair, and an even greyer beard, that no amount of Grecian 2000 is ever going to sort out; skin with the distinctive texture and feel of a chimp’s ballbag; and the general appearance of having, once upon a time, been dressed in the discarded remnants of a rather unsuccessful Women’s Institute jumble sale and, to be quite frank, some of you lot look even worse than me.

Put yourself in the Adidas of an eighteen-year-old and imagine you’ve just opened the pages of this very magazine. Jesus! It’s brimming with pictures of old folk with faces that look like a primate’s scrotum. They’re listening to music my Nan likes, and seem to be standing about in car parks and fields discussing what tablets they’re taking (and I do wonder if some of them might actually smell of wee?). Tempting? No, it really isn’t, is it?

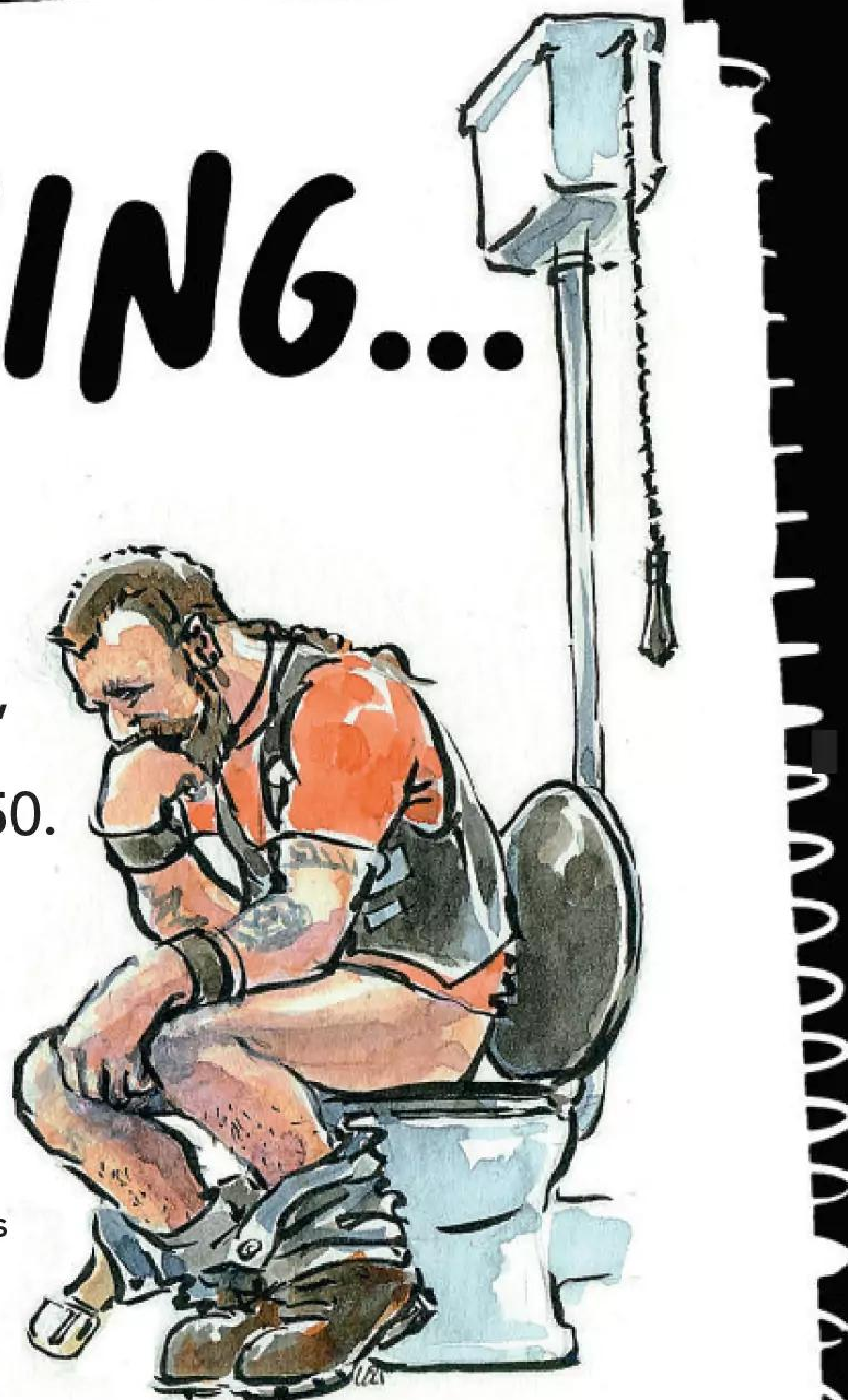
When I was twenty, I tended to spend my time with people of a similar age. Of course, I knew others in their forties, fifties, and even sixties, but my immediate peer group were of a similar age or, at least, belonged to the same generation as me. At twenty, you might’ve looked at someone ten years your senior and found something to aspire to because they were still within reach and relevant to you. Thirty or forty years older is going to be much harder to sell, though – what could you possibly have in common with people considerably older than your mum and dad?

I fear the years’ve taken their toll, and I wonder if we’ve perhaps let ourselves go a bit. We might have salvaged something a couple of decades ago, but I reckon things have gone too far for that now. Collectively, we look more like a government health warning than a seductive advert for recruitment. The ties were severed, and too many years were spent drifting apart. Now, there’s an ocean between us and those who’d’ve once aspired to be. The previously narrow gap has become a gaping chasm; an uncrossable void of generational time and space. Perhaps we now only exist within an ever-shrinking bubble with little or no influence upon the world outside? Someone less kind than me might even ask the question – are we even still heroes? Maybe we are, but, if so, then I just don’t really know whose anymore.

NORM

REMINISCING...

SOMETIME IN THE 1990S, TOWARDS THE END OF THE DECADE, I WAS LIVING IN WHALEY BRIDGE IN DERBYSHIRE, AND COMMUTING OVER THE TOPS, AS THEY SAY IN DERBYSHIRE, AND ACROSS THE CHESHIRE PLAIN TO BSH TOWERS IN HALE ON MY BATTERED OLD XJ650.



IN the small town of Whaley back then there was a bike shop, a bike shop with a very good reputation, called Big Four Engineering, run by one Stuart Wright, and staffed by him and his good friend Cotch. Stuart was one of those, especially these days, rare mechanics who could fix pretty much everything. Trained at a south London college (Morden or Merton or something, I forget which), he could, and did, take on pretty much anything from very old British bikes to the latest Japanese exotica, specialised in Z1/900/1000 Kawasakis, but was pretty damn good at most things.

I got in the habit of calling in there most days for a brew and to talk bikes, and they kept my 'orrible XJ going, and built my BSH-featured Moto Martin streetfighter. It was a good place; I learnt so much about motorcycles from Stu and Cotch, and developed a different sense of humour from that which I'd had before, and I'm immensely grateful to them both for putting up with a fat, long-haired twat who knew sod all about motorcycles.

One morning I went in and Stu was laughing ruefully about an XJ650 Turbo some guy'd bought from a fairly local well-known motorcycle retailer that he brought in because, well, as the guy said, it didn't seem terribly quick for a turbo.

He, Stu, had pulled the fairing off to have a look, spotted the fairly obvious fault straightaway, and told the guy what his problem was: "They sold you an XJ650 Turbo without a turbo."

"No, no," the guy said, "that's the turbo there… isn't it?"

"No, that's the piggyback alternator… there's no turbo – basically, what you have here is an XJ650, which weren't exactly fast in the first place, with a motor with lowered compression for the turbo, but no turbo… not really surprising it's not that quick."

"Oh…"

Anyway, matey took it away, complained to the retailer, and they sent him a turbo and all the required bits, and he asked Stuart to fit it for him.

The day I wandered in, he was just pulling the bike apart to fit the turbo, and he had it all in bits across the workshop. Not knowing anything about turbo bikes, and never even having heard of an XJ650 Turbo before, I was quite interested, and when he said something along the lines of "not really had one of these apart before… the exhaust headers for it, the diameter of them is a lot smaller than I thought they would be", and gestured vaguely at a couple of boxes of, to me, unidentifiable bike bits in a corner, I looked across, saw four bent bits of very small tube, and said: "Blimey, they are small, aren't they?"

He looked across at where I was looking, and burst out laughing.

"What?" I said.

"Nik," he said, drawing breath, "those're the engine protector bars… the exhausts're over there."

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Speaking of XJ650s, prior to working for BSH I used to despatch on one around Cambridge – a matt black one, naturally, with a Mel Le Moto (anyone remember them?) endurance-style tank, minimal seat, and low clip-ons (the ideal bike for spending ten hours a day on, obviously). It was a fairly distinctive thing, and so was I – fat, bearded, long hair, arse hanging out o' me old leather jeans (not literally), battered old leather jacket, knee-high Frank Thomas boots with soles so worn they wouldn't stand up on their own… the well-dressed hipster bikers of today've shat a brick.

One day, while crossing the Christ's Pieces park on Emmanuel Street, no job on board, dawdling through the traffic enjoying the sun, I spotted a very fit Goth girl walking along parallel to the road. I kept turning my head to look at her, then looking forward again quickly to make sure I didn't run into the car in front of me, then back at her, then back at the car, then back at her, then back at the car, etc., etc., and she must've seen me doing it and thought something like: 'I wonder if I can make that bloke crash?' cos she started looking at me, too, and so my glances at her got longer and longer, and my glances at the car in front fewer and fewer until… yes, you guessed it – the car stopped, at the lights or to let a pedestrian across or cos the car in front of it did or summat, but I didn't.

Thankfully, I was only at walking pace as, as I said, I didn't have a job onboard, and all that happened was I bumped into his rear bumper, unbalanced, and slowly toppled over to the left – so slowly that I was able to get me left foot down, and not actually fall over, but it was more than a bit ungainly and bloody awkward to haul back upright again, and when I looked left at the girl, she was laughing so hard she'd had to lean against a tree…

Nobody tells you when you're young that letching at girls can be bloody dangerous, do they?

NIK

RICK HULSE

I DON'T THINK IT CAN'VE ESCAPED THE ATTENTION OF ANYBODY IN THE UK MOTORCYCLE SCENE THAT THERE'S A GREAT DEAL OF RESISTANCE TO THE PROPOSED BAN ON THE SALE OF NEW INTERNAL COMBUSTION ENGINE (ICE) VEHICLES. IN FACT, I'D BE SURPRISED IF THERE'RE ANY BIKERS WHO HAVEN'T SEEN, READ, OR HEARD OF AT LEAST ONE CAMPAIGN AGAINST THE PROPOSED LEGISLATION.

ONE EYE ON THE FUTURE?

Whether or not these campaigns stand any realistic chance of success, I really cannot say, but I do know that they don't exactly enhance their chances of success by not bothering to properly research the most basic aspects of the legislation they're opposing.

Over recent weeks I've seen two or three posts on social media publicising activities in a campaign against the proposed ban on sales of new ICE motorcycles and trikes in 2030. Had those who created the publicity done even the most cursory research into the subject, they'd've known that the proposed ban on ICE motorcycles and trikes's actually scheduled for 2035. Under the last government the proposed ban'd been pushed back from its original deadline of 2030 to the later 2035 and, since then, the current government've reinstated the original 2030 deadline for banning the sale of new petrol and diesel cars and small vans. However, motorcycles, trikes, and certain types of hybrid cars currently remain in the proposals for 2035.

I'm sure there're people who'd accuse me of nit-picking over the timescale of these proposed legislations, but the point I'm attempting to make is having such a glaring error in the publicity of a campaign's unlikely to do anything for the campaign's credibility with potential supporters, nor is it likely to encourage the Government to take the campaigns seriously.

I've also come across several instances where people who oppose this legislation've given the impression that the proposals'll effectively ban the use of all ICE vehicles, rather than just banning the sales of new ICE vehicles. Artifice and misinformation of this nature's not just dishonest, it's also, in the long run, counterproductive – while it may create a groundswell of support for a campaign initially, it'll inevitably lead to a loss of credibility and trust when supporters realise they've been spoon-fed falsehoods to trick and/or panic them into supporting the campaign.

We don't have to look very far back in history to see when similar tactics were used by certain individuals involved in the Motorcycle Action Group (MAG) campaign against the anti-tampering legislation proposals from the EU. These individuals actively promoted the erroneous claim that the proposed anti-tampering legislation was aimed at preventing people from customising motorcycles in any way. Despite being patently untrue, this initially created a groundswell of outrage and increased support for the campaign against the proposed legislation, but that support soon dwindled when many of those supporters realised they'd been purposely manipulated with falsehoods. Echoes of the resultant distrust's still evident today, even though those individuals who crafted the deceit had their involvement in MAG curtailed some years ago.

I'm not suggesting that campaigners shouldn't follow their hearts in opposing any proposed legislation that they believe to be flawed or unjustified, but I do have concerns that such campaigns often develop a one-eyed tunnel vision that concentrates all efforts on a single goal, without giving due consideration to developing other options that may still prove beneficial in the event of the primary goal failing. Some of the many legitimate concerns relating to the increasing use of electric vehicles (EV), such as the environmental impact of mining/manufacturing the materials required for mass-produced batteries. and the safe disposal or recycling of the resultant huge amounts of toxic waste, are already becoming front and centre in the public consciousness and subject to much debate.

What campaigning for specific regulations that could be of benefit to bikers in the era of EVs are there, though? Certainly, legislation to ensure that all EV motorcycles sold in the UK're fitted with standardised, easily detachable, interchangeable battery units using standardised charging leads, sockets, and systems? I still have half a drawer filled with all sorts of different charging cables for the umpteen phones and other portable devices I've owned in the past but, as of 29 December 2024, EU regulation mandates that all new portable electronic devices sold in the EU must support USB-C charging, and the UK Government is proposing to follow suit (though the EU regulation's already convinced most mobile device manufacturers to make their products compatible with USB-C charging).

Without similar standardisation being driven by legislation, each motorcycle manufacturer's likely to have their own design of battery unit, which they may well change with each new model to drive sales of new charging equipment, and reduce the longevity of battery units, just like portable device and mobile phone manufacturers've done for so many years. If regulations were put in place to ensure EV motorcycles sold in the UK and the EU must be fitted with easily detached standard battery units, that could also result in battery exchange services becoming a financially viable option, where low batteries can be quickly and easily exchanged for fully charged ones, providing a convenient alternative to waiting for an hour or more at a recharging station.

Standardised batteries would also make it much easier to add the increased battery capacity that'll undoubtedly be required for trikes and motorcycle/sidecar outfits if they are to maintain a reasonable range per charge. Similar regulation could also be applied to motorcycles powered by hydrogen fuel cells, if and when these become a viable alternative to EVs.

Irrespective of the success or failure of opposition to the existing proposals, surely campaigning for standardised, easily detachable, power systems would offer the chance of another victory worth having? After all, the two goals aren't mutually exclusive…

TO BE CONTINUED…

RICK HULSE

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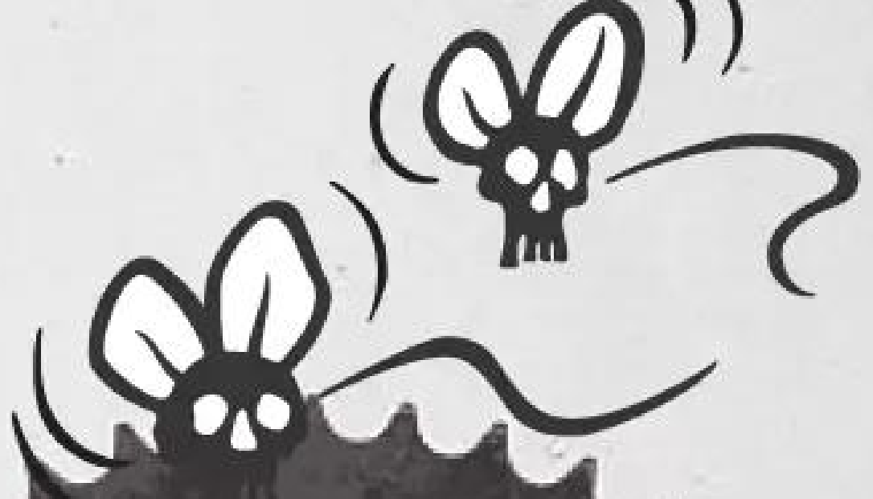

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